APPENDIX D

AIR QUALITY ANALYSIS

AIR QUALITY ANALYSIS

LA ENTRADA SPECIFIC PLAN

CITY OF COACHELLA, CALIFORNIA

LSA

June 2013

AIR QUALITY ANALYSIS

LA ENTRADA SPECIFIC PLAN

CITY OF COACHELLA, CALIFORNIA

Submitted to:

City of Coachella
Planning Department
Coachella, California 92236

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

LSA Project No. CLA1201A

LSA

June 2013

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1
2.0 PROJECT DESCRIPTION 3
- 2.1 PROJECT LOCATION 3
- 2.2 PROJECT DESCRIPTION 3
- 2.3 PROJECT PHASING 8
- 2.4 PROJECT DESIGN FEATURES 8
- 2.5 SENSITIVE LAND USES IN THE PROJECT VICINITY 9

3.0 SETTING 10
- 3.1 REGIONAL AIR QUALITY 10
- 3.2 GLOBAL CLIMATE CHANGE 18
- 3.3 REGULATORY SETTINGS 24

4.0 METHODOLOGY AND THRESHOLDS 34
- 4.1 ANALYSIS METHODOLOGY 34
- 4.2 THRESHOLDS OF SIGNIFICANCE 35

5.0 IMPACTS AND MITIGATION 41
- 5.1 SHORT-TERM CONSTRUCTION IMPACTS 41
- 5.2 LONG-TERM OPERATIONAL AIR QUALITY IMPACTS 49
- 5.3 LONG-TERM OPERATIONAL CLIMATE IMPACTS 62
- 5.4 AIR QUALITY MANAGEMENT PLAN CONSISTENCY 68
- 5.5 STANDARD CONDITIONS 71
- 5.6 MITIGATION MEASURES 72
- 5.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION 74
- 5.8 CUMULATIVE IMPACTS 75
- 5.9 IMPACTS TO THE PROPOSED PROJECT FROM GLOBAL CLIMATE CHANGE 75

6.0 REFERENCES 77

APPENDICES

A: CALEEMOD MODEL PRINTOUTS
B: CALINE4 MODEL PRINTOUTS

FIGURES AND TABLES

FIGURES

Figure 1: Regional Project Location Map 4
Figure 2: Project Vicinity Map 5
Figure 3: Land Use Plan 7

TABLES

Table A: Land Use Summary 6
Table B: Ambient Air Quality Standards 11
Table C: Air Pollution Sources, Effects and Control 14
Table D: Attainment Status of Criteria Pollutants in the Coachella Valley Portion of the Salton Sea Air Basin 15
Table E: Ambient Air Quality in the Project Vicinity 18
Table F: Global Warming Potential of Greenhouse Gases 20
Table G: California Greenhouse Gas Inventory for 2000–2009 by Category, as Defined in the Scoping Plan 23
Table H: SCAQMD Significance Thresholds for Coachella Valley 36
Table I: Specific Plan Phasing 42
Table J: Construction Schedule 43
Table K: Diesel Construction Equipment Utilized by Construction Phase 43
Table L: Short-Term Regional Phase 1 and 2 Construction Emissions – Unmitigated 44
Table M: Short-Term Regional Phase 3 and 4 Construction Emissions – Unmitigated 44
Table N: Short-Term Regional Phase 5 Construction Emissions – Unmitigated 45
Table O: Short-Term Regional Phase 1 and 2 Construction Emissions – Mitigated 47
Table P: Short-Term Regional Phase 3 and 4 Construction Emissions – Mitigated 48
Table Q: Short-Term Regional Phase 5 Construction Emissions – Mitigated 48
Table R: Long-Term Regional Operational Emissions 50
Table S: CO Concentrations Without and With Project Traffic for Existing Plus Phases 1 through 4 without Avenue 50 Interchange 53
Table T: CO Concentrations Without and With Project Traffic for Existing Plus Full Project (Phases 1–5) without Avenue 50 Interchange Conditions 54
Table U: CO Concentrations Without and With Project Traffic for Existing Plus Full Project (Phases 1–5) With Avenue 50 Interchange 55
Table V: CO Concentrations Without and With Project Traffic for Opening Year for Phases 1 and 2 (2020) without and with Project 56
Table W: CO Concentrations Without and With Project Traffic for Opening Year for Phases 2 and 4 (2030) without and with Project 57
Table X: CO Concentrations Without and With Project Traffic for Opening Year for Phase 5 (2035) without and with Project 58
Table Y: Caltrans I-10 Traffic Data 60
Table Z: SCREEN3 Input Parameters 60
Table AA: Results of Health Risk Assessment Modeling 61

Table AB: Construction and Long-Term Operational Greenhouse Gas Emissions 65
Table AC: Project Compliance with Greenhouse Gas Emission Reduction Strategies 67
Table AD: Applicable Environmental Hazards and Safety Element Policies 70

1.0 EXECUTIVE SUMMARY

This air quality analysis provides a discussion of the proposed La Entrada Specific Plan (proposed project), a comprehensive amendment to and expansion of the previously approved McNaughton Specific Plan, is located in the City of Coachella (City), within the Coachella Valley region of Riverside County (County).

This air quality analysis provides a discussion of the proposed project, the physical setting of the project area, and the regulatory framework for air quality. The analysis provides data on existing air quality, evaluates potential air quality impacts associated with the proposed project, and identifies mitigation measures. Modeled air quality levels are based on vehicle data and project trip generation generated for this project.

The project site consists of approximately 2,200 gross acres, of which approximately 1,612 acres (ac) are currently in the City of Coachella and 588 ac are in unincorporated Riverside County but within the City's Sphere of Influence (SOI) and the planning area of the City as identified in the City General Plan. Development of the proposed project is anticipated to occur in four master phases, based on future development patterns and existing and future availability of infrastructure.

The evaluation was prepared in conformance with appropriate standards, utilizing procedures and methodologies in the South Coast Air Quality Management District (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook (SCAQMD 1993). Air quality data posted on the California Air Resources Board (ARB) and United States Environmental Protection Agency (EPA) websites are included to document the local air quality environment.

Criteria pollutant emissions during project construction, calculated with California Emission Estimator Model (CalEEMod), and incorporating all required control measures from the SCAQMD and the City, would exceed the SCAQMD emission thresholds for reactive organic gases (ROG), nitrogen oxides (NO_X), and carbon monoxide (CO) and, as insufficient mitigation measures have been identified, would be significant.

Long-term operational emissions associated with the proposed project, also calculated with CalEEMod, would exceed the SCAQMD daily thresholds for ROG, NO_X, CO, coarse particulate matter with a diameter of 10 microns or less (PM_{10}), and fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and, as insufficient mitigation measures have been identified, would be significant. Carbon monoxide (CO) concentrations calculated with CALINE4, associated with traffic operating at nearby intersections, would not exceed any CO standards, thus no mitigation measures would be required.

The La Entrada Specific Plan is located in both the City of Coachella and unincorporated Riverside County within the City of Coachella's approved Sphere of Influence and General Plan planning area. The City is currently in the process of updating its General Plan. The existing General Plan designations are consistent with the proposed land uses; however, the proposed project would exceed

several SCAQMD emission thresholds during both construction and operation. Therefore, the project would be partially inconsistent with some of the General Plan policies. Because there is no feasible mitigation to reduce all construction and operation emissions to a less than significant level, there is no way to mitigate the partial inconsistency with the General Plan policies. Therefore, the emissions associated with occupation and use of the project are expected to exceed the General Plan projections and contribute to air quality deterioration beyond current SCAQMD projections. Therefore, the proposed project will not be consistent with the regional Air Quality Management Plan (AQMP).

The potential of the project to affect global climate change (GCC) is also included in this analysis. Short-term construction and long-term operational emissions of the principal greenhouse gases (GHGs), including carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are quantified, and significance relative to Assembly Bill (AB) 32 and the City's General Plan is discussed. The proposed project will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions; however, based on exceeding the interim draft SCAQMD GHG performance targets, the proposed project would have significant unavoidable adverse impacts related to GCC.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed La Entrada Specific Plan, a comprehensive amendment to and expansion of the previously approved McNaughton Specific Plan, is located in the City of Coachella, within the Coachella Valley region of Riverside County.

The project site is located along the foothills of the Little San Bernardino Mountains on the eastern flank of the Coachella Valley, north of the Salton Sea. Refer to Figure 1, *Regional Location Map.* The site is located south of Interstate 10 (I-10) and north of the Coachella Branch of the All American Canal, both of which are presently barriers to vehicular access to the site (refer to Figure 2, *Project Vicinity Map*). The site consists of approximately 2,200 gross acres, of which approximately 1,612 ac are currently in the City of Coachella and 588 ac are in unincorporated Riverside County but within the City of Coachella's SOI and the planning area of the City as identified in the City of Coachella General Plan.

2.2 PROJECT DESCRIPTION

The La Entrada Specific Plan, a comprehensive amendment to the McNaughton Specific Plan, proposes a master planned residential community on 2,200 ac within the City of Coachella and its approved Sphere of Influence. The Specific Plan proposes:

- A mix of approximately 7,800 residential units (on approximately 990 ac); 135 ac of Mixed Use (High Density Residential, Commercial, Public Facilities, and other Non-Residential uses)
- 61.5 ac of Elementary Schools
- 344.7 ac of Parks/Recreation uses
- 112.2 ac of Circulation uses (including on-site interchange grading)
- 556.9 ac of Open Space

Many of the land uses and planning areas in the Specific Plan will be linked by a village paseo approximately 50 to 80 feet (ft) wide, which will connect many of the park/recreation areas with the residential, mixed use, and commercial areas. Table A, Land Use Summary, identifies land uses proposed as part of the Specific Plan.

Figure 3 illustrates the land use plan for the proposed La Entrada Specific Plan.

LSA

FIGURE 1

N

0 2.5 5
MILES

SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Regional Location.cdr (6/14/13)

La Entrada Specific Plan

Regional Project Location Map

LSA

FIGURE 2

N

0 1500 3000
FEET

SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Project Vicinity.cdr (6/14/13)

La Entrada Specific Plan

Project Vicinity Map

Table A: Land Use Summary

Land Use	Gross Acres (ac)	% Area	Dwelling Units (du)	Square Footage (sf)
Residential				
Very Low Density Residential (VLDR)	66.4	3.02%	133	-
Low Density Residential (LDR)	448.7	20.40%	2,055	-
Medium Density Residential (MDR)	374.2	17.01%	3,060	-
High Density Residential (HDR)	91.6	4.16%	1,832	-
Subtotal Residential	*980.9*	*44.6%*	*7,080*	-
Mixed Use (MU)				
Retail Commercial	99.0	4.5%	-	1,260,879
Office Commercial			-	250,000
High Density Residential (HDR)	36.0	1.64%	720	-
Community/Public Facilities[1]	*	-	-	-
Subtotal Mixed Use	*135.0*	*6.14%*	*720*	*1,510,879*
School				
Elementary School	44.8	2.04%	-	284,170[2]
Middle School	25	1.14%		101,575[2]
Subtotal School	*69.8*	*3.2%*		
Parks/Recreation				
Regional Park	176.6	8.03%	-	-
Community Parks	44.4	2.03%	-	-
Neighborhood Parks/Vista Points	14.1	0.64%	-	-
Village Paseo/Linear Park	27.8	1.26%	-	-
Drainage/Wash Linear Parks	81.8	3.72%	-	-
Subtotal Parks/Recreation	*344.7*	*15.67%*	-	-
Open Space				
Natural Open Space	381.1	17.33%	-	-
Drainage/Wash	175.8	7.99%	-	-
Subtotal Open Space	*556.9*	*25.32%*	-	-
Roadways				
Right-of-Way	99.9	4.54%	-	-
Interchange Grading	12.3	0.56%	-	-
Subtotal Roadways	112.2	5.1%	-	-
SPECIFIC PLAN TOTALS	**2,199.5**	**100%**	**7,800**	**1,510,879**

[1] Community/Public Facilities in the Mixed Use areas may include police station, fire station, places of worship, community center, farmers market, etc.

[2] School square footage estimated from SCAQMD student-area values of 11.96 students/sf for elementary schools and 8.51 students/sf for middle schools.

SCAQMD = South Coast Air Quality Management District

LSA

FIGURE 3

N

0 1000 2000
FEET

SOURCE: RBF La Entrada Specific Plan

I:\CLA1201A\G\Land Use Plan.cdr (6/14/13)

La Entrada Specific Plan

Land Use Plan

2.3 PROJECT PHASING

Development of the project would occur in a series of phases and be coordinated closely with the construction/extension of the regional roadway network (Avenue 52 and Avenue 50) over the Coachella Branch of the All American Canal and the future new proposed interchange along the I-10. Phases 1 and 2 are anticipated to be completed by year 2020, Phases 3 and 4 by year 2030 and full build out of the project by year 2035. Phase 5 of the project is conditioned to be built only after Avenue 50 interchange gets constructed.

Specific Plan Phasing					
Phase	**Acreage**	**Dwelling Units**	**Commercial/ Office**	**Grading Duration**	**Construction Duration**
1	480	1,471	110,000 sf/ 10.1 ac	3.5 million cy 12 months Start late 2014	2015–2020
2	270	1,393	360,000sf/ 41.8 ac	4.5 million cy 9 months	2020–2025
3	340	1,243	--	7 million cy 18 months	2025–2030
4	340	1,031	--	--	2030–2034
5	550	2,662	1,040,879 sf/ 520 ac	4.1 million cy 9 months	2034–2045

ac = acres
cy = cubic yards
m = meters
sf = square feet

2.4 PROJECT DESIGN FEATURES

The proposed Specific Plan includes components referred to as Project Design Features. Primary Project Design Features related to air quality and GCC are described below:

- The Specific Plan development is proposed to be phased, with the initial Phase 1 grading limited to the area necessary to achieve mass balancing and proper drainage of the overall property, leaving the balance of the site in its current condition until such time as the remaining phases begin to develop. This phased development would reduce the overall area being disturbed at any one time and will substantially reduce the overall annual grading emissions.
- The Specific Plan provides for a mix of residential and employment uses, as well as nonvehicular circulation such as bike and pedestrian trails, serving to reduce vehicle miles traveled (VMT) and associated air emissions.
- The project's sustainability strategies commit to use of solar photovoltaic panels on a minimum of 25 percent of homes and businesses, and promoting green building techniques in excess of Title 24 requirements, thereby reducing GHG emissions associated with energy usage.

2.5 SENSITIVE LAND USES IN THE PROJECT VICINITY

The property is currently vacant and undeveloped. Man-made features include an abandoned segment of old US Highways 60/70 (replaced by I-10) along the northwestern portion of the site, an electrical transmission line adjacent to the southwestern border, and a smaller power line in the central portion of the property. There are no existing residences or other sensitive receptors in the immediate vicinity of the project site.

3.0 SETTING

3.1 REGIONAL AIR QUALITY

The project site is located in the City of Coachella in Riverside County, within the Coachella Valley Planning Area, which is part of the Salton Sea Air Basin (SSAB) that was part of the Southeast Desert Air Basin (SEDAB). The SSAB portion of Riverside County is separated from the western portion of the County by the San Jacinto Mountains and from the eastern portion of the County by the Little San Bernardino Mountains. This part of the SSAB is currently under the jurisdiction of the SCAQMD. Therefore, the impact analysis contained in this section was prepared in accordance with the methodologies provided by the SCAQMD in its 1993 *California Environmental Quality Act (CEQA) Air Quality Handbook*.

A number of air quality modeling tools are available to assess the air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analyses. The SCAQMD's current guidelines, included in its *CEQA Air Quality Handbook* (April 1993), were adhered to in the assessment of air quality impacts for the proposed project.

3.1.1 Regional Air Quality

Both the State of California (State) and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants. As shown in Table B, these pollutants are ozone (O_3), CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State of California has established a set of episode criteria for O_3, CO, NO_2, SO_2, and PM_{10}. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant alert levels is reached at any monitoring site and meteorological conditions are such that the pollutant concentrations can be expected to remain at these levels for 12 or more hours or to increase; or, in the case of oxidants, the situation is likely to recur within the next 24 hours unless control actions are taken.

Pollutant alert levels:

- **O_3:** 392 micrograms per cubic meter ($\mu g/m^3$) (0.20 parts per million [ppm]), 1-hour average
- **CO:** 17 milligrams per cubic meter (mg/m^3) (15 ppm), 8-hour average

Table B: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM_{10})	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		--		
Fine Particulate Matter ($PM_{2.5}$)	24-Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3		
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m^3)		35 ppm(40 mg/m^3)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	—
Nitrogen Dioxide (NO_2)[8]	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemiluminescence
	1-Hour	0.18 ppm (339 µg/m^3)		100 ppb (188 µg/m^3)	—	
Sulfur Dioxide (SO_2)[9]	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (for certain areas)[9]	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[9]	—	
	3-Hour	—		—	0.5 ppm (1300 µg/m^3)	
	1-Hour	0.25 ppm (655 µg/m^3)		75 ppb (196 µg/m^3)	—	
Lead[10,11]	30-Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3	Same as Primary Standard	
	Rolling 3-Month Average[11]	—		0.15 µg/m^3		
Visibility-Reducing Particles[12]	8-Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	**No Federal Standards**		
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[10]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: California Air Resources Board, June 7, 2012.

Footnotes:

1 California standards for ozone; carbon monoxide (except Lake Tahoe); sulfur dioxide (1- and 24-hour); nitrogen dioxide; suspended particulate matter - PM_{10}, $PM_{2.5}$ and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is

equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current federal policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent procedure which can be shown to the satisfaction of ARB to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

[8] To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[9] On June 2, 2010, the new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[10] The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[11] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.

[12] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basins, respectively.

°C = degrees Celsius
ARB = California Air Resources Board
EPA = United States Environmental Protection Agency
$\mu g/m^3$ = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter
ppm = parts per million
ppb = parts per billion

- **NO_2:** 1,130 µg/m^3 (0.6 ppm) 1-hour average; 282 µg/m^3 (0.15 ppm) 24-hour average
- **SO_2:** 800 µg/m^3 (0.3 ppm), 24-hour average
- **Particulates, measured as PM_{10}:** 350 µg/m^3, 24-hour average

Table C lists the primary sources, health effects of and prevention/control methodologies of the criteria air pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these health effects would not occur unless the standards are exceeded by a large margin or for a prolonged period of time. State AAQS are more stringent than federal AAQS. Among the pollutants, O_3 and particulate matter (PM, $PM_{2.5}$, and PM_{10}) are considered regional pollutants, while the others have more localized effects.

The California Clean Air Act (CCAA) provides the SCAQMD and other air districts with the authority to manage transportation activities at indirect sources. Indirect sources of pollution are generated when minor sources collectively emit a substantial amount of pollution. Examples of this would be the motor vehicles at an intersection, a mall, and on highways. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the ARB.

Climate/Meteorology. Air quality at the project site is affected by various emission sources (mobile, industry, etc.) as well as atmospheric conditions such as wind speed, wind direction, temperature, rainfall, etc.

During the summer, the SSAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The SSAB is rarely influenced by cold air masses moving south from Canada and Alaska, because these frontal systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist, and unstable air masses from the south. The SSAB averages between 3 and 7 inches of precipitation per year. The climatological station closest to the site is the Indio Fire station.[1] The monthly average maximum temperature recorded at this station from 1894 to 2012 ranged from 70.6 degrees Fahrenheit (°F) in January to 106.9°F in August, with an annual average maximum of 88.9°F. The monthly average minimum temperature recorded at this station ranged from 39.2°F in January to 77.8°F in July, with an annual average minimum of 58.2°F. January or December is typically the coldest month, and July is typically the warmest month in this area of the Basin.

The majority of annual rainfall in the Basin occurs between August and March. Summer rainfall is minimal and is generally limited to scattered thundershowers in the eastern portion of the Basin and along the side of the mountains. The Indio Fire station monitored precipitation from 1894 to 2012. Average monthly rainfall measured during that period varied from 0.64 inch in January to 0.12 inch or less between March and August, with an annual total of 3.29 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

[1] Western Regional Climate Center, www.wrcc.dri.edu.

Table C: Air Pollution Sources, Effects and Control

Pollutant	Sources	Effects	Prevention and Control
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.	Breathing difficulties, lung tissue damage, damage to rubber and some plastics.	Reduce motor vehicle reactive ROG and nitrogen oxide emissions through emissions standards, reformulated fuels, inspection programs, and reduced vehicle use. Limit ROG emissions from commercial operations and consumer products. Limit ROG and NOx emissions from industrial sources such as power plants and refineries. Conserve energy.
Respirable Particulate Matter (PM_{10})	Road dust, windblown dust (agriculture) and construction (fireplaces) Also formed from other pollutants (acid rain, NOx, SOx, organics). Incomplete combustion of any fuel.	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, wood burning stoves and fireplaces. Reduce secondary pollutants which react to form PM_{10}. Conserve energy.
Fine Particulate Matter ($PM_{2.5}$)	Fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NOx, SOx, organics).	Increases respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Reduces combustion emissions from motor vehicles, equipment, industries and agriculture and residential burning. Precursor controls, like those for O_3, reduce fine particle formation in the atmosphere.
Carbon Monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen Dioxide (NO_2)	See CO.	Lung irritation and damage. Reacts in the atmosphere to form O_3 and acid rain.	Controls motor vehicle and industrial combustion emissions. Conserve energy.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint	Learning disabilities, brain and kidney damage.	Control metal smelters, no lead in gasoline. Replace leaded paint with nonlead substitutes.
Sulfur Dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduces the use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Visibility Reducing Particles	See $PM_{2.5}$	Reduces visibility (e.g., obscures mountains and other scenery), reduced airport safety, lower real estate value, discourages tourism.	See $PM_{2.5}$.
Sulfates	Produced by the reaction in the air of SO_2 (see SO_2 sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO_2.
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, sewage treatment plants.

Source: ARB 2013, http://www.arb.ca.gov/research/health/fs/fs2/fs2.htm.
ARB = California Air Resources Board
O_3 = ozone
NOx = nitrogen oxides
SO_X = sulfur oxides

3.1.2 Air Pollution Constituents and Attainment Status

The ARB coordinates and oversees both State and federal air pollution control programs in California. The ARB oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the State in conjunction with the EPA and local air districts. The ARB has divided the State into 15 air basins, based on meteorological and topographical factors of air pollution. Data collected at these stations are used by the ARB and EPA to classify air basins as attainment, nonattainment, nonattainment-transitional, or unclassified, based on air quality data for the most recent 3 calendar years compared with the AAQS. Nonattainment areas are imposed with additional restrictions as required by the EPA. The air quality data are also used to monitor progress in attaining air quality standards. Table D lists the attainment status for criteria pollutants in the SSAB.

Table D: Attainment Status of Criteria Pollutants in the Coachella Valley Portion of the Salton Sea Air Basin

	State		Federal	
Pollutant	**Designation**	**Classification**	**Designation**	**Classification**
O_3 1-hour	Nonattainment		No Standard	
O_3 8-hour	Nonattainment		Nonattainment	Severe-15[1]
PM_{10}	Nonattainment		Nonattainment	
$PM_{2.5}$	Attainment/Unclassified		Attainment/Unclassified	
CO	Attainment		Attainment/Unclassified	
NO_2	Attainment		Attainment/Unclassified	
SO_2	Attainment		Attainment/Unclassified	
Lead	Attainment		Attainment/Unclassified	
All others[2]	Attainment/Unclassified		No Federal Status	

Source: SCAQMD Revised Draft 2012 AQMP, 2013.

Notes: Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.
Attainment: any area (other than an area identified in clause (i)) that meets the national primary or secondary ambient air quality standard for the pollutant.
Unclassifiable: any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.

1 Severe-15 – Area has a design value of 0.113 up to but not including 0.119 ppm.

2 "All others" include sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CO = carbon monoxide
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_2 = sulfur dioxide

Ozone. O_3 (smog) is formed by photochemical reactions between oxides of nitrogen and reactive organic gases rather than being directly emitted. O_3 is a pungent, colorless gas typical of Southern California smog. Elevated O_3 concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, the elderly, and young children. O_3 levels peak during summer and early fall. The entire SSAB is designated as a nonattainment area for the State 1-hour and 8-hour O_3 standards. The EPA has officially designated the status for the SSAB regarding the 8-hour O_3 standard as "Serious," which means the SSAB has until 2020 to attain the federal 8-hour O_3 standard.

Carbon Monoxide. CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless odorless gas that can cause dizziness, fatigue, and impairment to central nervous system functions. The entire SSAB is in attainment for the State standards for CO. The SSAB is designated as an "Attainment/Unclassified" area under the federal CO standards.

Nitrogen Oxides. NO_2, a reddish-brown gas, and nitric oxide (NO), a colorless odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as nitrogen oxides, or NO_X. NO_X is a primary component of the photochemical smog reaction. It also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition (i.e., acid rain). NO_2 decreases lung function and may reduce resistance to infection. The entire SSAB is designated as Attainment for the State NO_2 standard and as an "Attainment/Maintenance" area under the federal NO_2 standard.

Sulfur Dioxide. SO_2 is a colorless irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight. The entire SSAB is designated as Attainment for the State SO_2 standard and as an "Attainment/Unclassified" area under the federal SO_2 standards.

Lead. Lead is found in old paints and coatings, plumbing, and a variety of other materials. Once in the blood stream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. The entire SSAB is designated as Attainment for the State lead standard and as an "Attainment/Unclassified" area under the federal lead standards.

Particulate Matter. Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles, PM_{10}, derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily responsible for fine particle ($PM_{2.5}$) levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM_{10} can accumulate in the respiratory system and aggravate health problems such as asthma. The EPA's scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. The entire SSAB is designated as a nonattainment area for the State PM_{10} standards. The EPA has officially designated the status for the SSAB regarding the PM_{10} standard as "Serious," which means the SSAB has until 2020 to attain the federal PM_{10} standard. The entire SSAB is designated an "Attainment/Unclassified" area under both State and federal $PM_{2.5}$ standards.

Reactive Organic Compounds. Reactive organic compounds (ROCs; also known as ROGs and volatile organic compounds [VOCs]) are formed from combustion of fuels and evaporation of organic solvents. ROCs are not defined criteria pollutants but are a prime component of the photochemical smog reaction. Consequently, ROCs accumulate in the atmosphere more quickly during the winter when sunlight is limited and photochemical reactions are slower. There is no attainment status for ROC.

Sulfates. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The entire SSAB is in attainment for the State standard for sulfates.

Hydrogen Sulfide. Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. In 1984, an ARB committee concluded that the ambient standard for H_2S is adequate to protect public health and to significantly reduce odor annoyance. The entire SSAB is unclassified for the State standard for H_2S.

Visibility-Reducing Particles. Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. The entire SSAB is unclassified for the State standard for visibility-reducing particles.

3.1.3 Local Air Quality

The SCAQMD, together with the ARB, maintains ambient air quality monitoring stations in the Coachella Valley Source Receptor Area (SRA). The closest monitoring station (approximately 4 miles [mi] from the project site) is the Indio air quality monitoring station, which monitors three of the criteria pollutants: O_3, PM_{10}, and $PM_{2.5}$. The closest monitoring station with CO and NO_2 data is the Palm Springs station (approximately 23 mi from the project site), and the closest with SO_2 data is the Calexico station (approximately 70 mi from the project site).

Air quality trends identified from data collected at both air quality monitoring stations from 2009 to 2011 are listed in Table E. From the ambient air quality data listed, it can be seen that CO, NO_2, and SO_2 levels have not exceeded the relevant federal or State standards in the past 3 years. O_3 levels in the project area exceed the State and federal standards regularly, and PM_{10} and $PM_{2.5}$ levels exceeded the State standards only occasionally.

Table E: Ambient Air Quality in the Project Vicinity

Pollutant	Standard	2010	2011	2012
Carbon Monoxide (Palm Springs-Fire Station)				
Maximum 1-hr concentration (ppm)		1.6	3.0	0.9
No. days exceeded:	State: > 20 ppm/1-hr	0	0	0
	Federal: > 35 ppm/1-hr	0	0	0
Maximum 8-hr concentration (ppm)		0.56	0.65	0.45
No. days exceeded:	State: ≥ 9 ppm/8-hr	0	0	0
	Federal: ≥ 9 ppm/8-hr	0	0	0
Ozone (Indio-Jackson Street Station)				
Maximum 1-hr concentration (ppm)		0.100	0.099	0.102
No. days exceeded:	State: > 0.09 ppm/1-hr	6	3	2
Maximum 8-hr concentration (ppm)		0.087	0.090	0.089
No. days exceeded:	State: > 0.07 ppm/8-hr	45	42	45
	Federal: > 0.08 ppm/8-hr	19	19	24
Particulates (PM_{10}) (Indio-Jackson Street Station)				
Maximum 24-hr concentration (μg/m^3)		107.0	375.9	270.6
No. days exceeded:	State: > 50 μg/m^3	4	3	7
	Federal: > 150 μg/m^3	0	2	2
Annual arithmetic average concentration (μg/m^3)		29.7	35.4	33.4
Exceeded:	State: > 20 μg/m^3 annual avg.	Yes	Yes	Yes
	Federal: > 50 μg/m^3 annual avg.	No	No	No
Particulates ($PM_{2.5}$) (Indio-Jackson Street Station)				
Maximum 24-hr concentration (μg/m^3)		16.0	35.4	18.4
No. days exceeded:	Federal: > 35 μg/m^3	0	1	0
Annual arithmetic average concentration (μg/m^3)		6.8	7.1	7.6
Exceeded:	State: > 12 μg/m^3 annual avg.	No	No	No
	Federal: > 15 μg/m^3 annual avg.	No	No	No
Nitrogen Dioxide (Palm Springs-Fire Station)				
Maximum 1-hr concentration (ppm)		0.046	0.045	0.045
No. days exceeded:	State: > 0.25 ppm/1-hr	0	0	0
Annual average concentration (ppm)		0.009	0.008	N/A
Exceeded:	Federal: > 0.053 ppm annual avg.	No	No	N/A
Sulfur Dioxide (Calexico-Ethel Street Station)				
Maximum 24-hr concentration (ppm)		0.004	0.003	0.003
No. days exceeded:	State: > 0.04 ppm/24-hr	0	0	0
	Federal: > 0.14 ppm/24-hr	0	0	0
Annual average concentration (ppm)		0.0	0.0	N/A
Exceeded:	Federal: > 0.030 ppm annual avg.	No	No	N/A

Source: EPA and ARB web sites, 2013.
ARB = California Air Resources Board
avg. = average
EPA = Environmental Protection Agency
hr = hour
μg/m^3 = micrograms per cubic meter
ppm = parts per million

3.2 GLOBAL CLIMATE CHANGE

GCC is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures.

Climate change refers to any change in measures of weather (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors, such as changes in the sun's intensity; natural processes within the climate system, such as changes in ocean circulation; or human activities, such as the burning of fossil fuels, land clearing, or agriculture. The primary observed effect of GCC has been a rise in the average global tropospheric[1] temperature of 0.36°F per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming could occur, which would induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns, or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones. Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the Delta.

Global surface temperatures have risen by 1.33°F ± 0.32°F over the last 100 years (1906 to 2005). The rate of warming over the last 50 years is almost double that over the last 100 years.[2] The latest projections, based on state-of-the art climate models, indicate that temperatures in California are expected to rise 3–10.5°F by the end of the century.[3] The prevailing scientific opinion on climate change is that "most of the warming observed over the last 50 years is attributable to human activities."[4] Increased amounts of CO_2 and other GHGs are the primary causes of the human-induced component of warming. The observed warming effect associated with the presence of GHGs in the atmosphere (from either natural or human sources) is often referred to as the greenhouse effect.[5]

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC are:[6]

- CO_2
- CH_4
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)

---

1 The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

2 Intergovernmental Panel on Climate Change (IPCC), 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.*

3 California Climate Change Center, 2006. *Our Changing Climate. Assessing the Risks to California.* July.

4 Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2007: The Physical Science Basis*, http://www.ipcc.ch.

5 The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduce the amount of heat that escapes, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the *naturally occurring* greenhouse effect is necessary to keep our planet at a comfortable temperature.

6 The greenhouse gases listed are consistent with the definition in Assembly Bill (AB) 32 (Government Code 38505), as discussed later in this section.

- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. The prevailing political/scientific opinion is that these extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global warming. While GHGs produced by human activities include naturally-occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere. Certain other gases, such as water vapor, are short-lived in the atmosphere as compared to these GHGs that remain in the atmosphere for substantial periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this air quality study, the term "GHGs" will refer collectively to the six gases identified in the bulleted list provided above.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of metric tons (MT)[1] of "CO_2 equivalents" (CO_2e). CO_2e is a quantity that describes, for a given GHG, the amount of CO_2 that would have the same GWP when measured over a specific time scale. Table F shows the GWPs for each type of GHG. For example, sulfur hexafluoride is 22,800 times more potent at contributing to global warming than carbon dioxide.

Table F: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon)
Carbon Dioxide (CO_2)	50–200	1
Methane (CH_4)	12	25
Nitrous Oxide (NO_x)	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF_4)	50,000	7,390
PFC: Hexafluoromethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800

Source: IPCC, 2007. *Climate Change 2007: The Physical Science Basis*. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.
HFC = hydrofluorocarbons
IPCC = Intergovernmental Panel on Climate Change
PFC = perfluorocarbons

[1] A metric ton is equivalent to approximately 1.1 tons.

The following discussion summarizes the characteristics of the six primary GHGs.

- **Carbon Dioxide.** In the atmosphere, carbon generally exists in its oxidized form, as CO_2. Natural sources of CO_2 include the respiration (breathing) of humans, animals and plants, volcanic outgassing, decomposition of organic matter, and evaporation from the oceans. Human-caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. The Earth maintains a natural carbon balance, and when concentrations of CO_2 are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO_2 to the atmosphere. Natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of human-made CO_2, and consequently the gas is building up in the atmosphere. The concentration of CO_2 in the atmosphere has risen approximately 30 percent since the late 1800s.[1]
- **Methane.** CH_4 is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (burning of coal, oil, natural gas, etc.). Decomposition occurring in landfills accounts for the majority of human-generated CH_4 emissions in California, followed by enteric fermentation (emissions from the digestive processes of livestock).[2] Agricultural processes such as manure management and rice cultivation are also substantial sources of human-made CH_4 in California. CH_4 accounted for approximately 6 percent of gross climate change emissions (CO_2e) in California in 2002.[3] It is estimated that over 60 percent of global methane emissions are related to human-related activities.[4] As with CO_2, the major removal process of atmospheric CH_4—a chemical breakdown in the atmosphere—cannot keep pace with source emissions, and CH_4 concentrations in the atmosphere are increasing.
- **Nitrous Oxide.** N_2O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. N_2O is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit N_2O, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N_2O emissions in California.
- **Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride.** HFCs are primarily used as substitutes for O_3-depleting substances regulated under the Montreal Protocol.[5] PFCs and SF_6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no

---

1 California Environmental Protection Agency (CalEPA). 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. March.

2 California Air Resources Board, Greenhouse Gas Inventory Data - 1990 to 2004. http://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed November 2008.

3 Ibid.

4 IPCC, 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

5 The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry, which is active in California, leads to greater use of PFCs.

3.2.1 Emissions Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks[1] of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, National, California, and local GHG emission inventories. However, because GHGs persist for a long time in the atmosphere (see Table F), accumulate over time, and are generally well-mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

Global Emissions. The International Energy Agency (IEA)[2] reports that worldwide emissions of CO_2e totaled 30.6 billion metric tons in 2010, a 5 percent increase over 2009. Global estimates are based on country inventories developed as part of programs of the United Nations Framework Convention on Climate Change (UNFCCC).

United States Emissions. In 2010, the United States emitted approximately 6.8 billion metric tons of CO_2e. Of the six economic sectors nationwide— electric power industry, transportation, industry, agriculture, commercial, and residential— the electric power industry and transportation sectors combined account for approximately 62 percent of the GHG emissions; the majority of the electrical power industry and all of the transportation emissions are generated from direct fossil fuel combustion. Overall, from 1990 to 2010, total emissions of CO_2 increased by 605.9 Tg[3] CO_2e (11.9 percent), while total emissions of CH_4 and N_2O decreased by 1.7 Tg CO_2e (0.3 percent), and 10.0 Tg CO_2e (3.2 percent), respectively. During the same period, aggregate weighted emissions of HFCs, PFCs, and SF_6 rose by 52.5 Tg CO_2e (58.2 percent). From 1990 to 2010, HFCs increased by 86.1 Tg CO_2e (233.1 percent), PFCs decreased by 15.0 Tg CO_2e (72.7 percent), and SF_6 decreased by 18.6 Tg CO_2e (57.0 percent).[4]

State of California Emissions. Table G lists the ARB emission inventory estimates.[5] Emissions in 2009 decreased by 5.8 percent from 2008. The year 2009 reflected the full effect of the economic recession and higher fuel prices, with marked declines in on-road transportation, cement production, and electricity consumption. Nevertheless, this large amount of CO_2e emissions is due primarily to the sheer size of California compared to other states. By contrast, California has the fourth lowest per-capita CO_2 emission rate from fossil fuel combustion in the country, due to the success of its energy

1 A sink is a natural or artificial reservoir that accumulates or stores a compound.
2 http://www.iea.org.
3 Tg = teragram, equivalent to a million metric tons
4 U.S. EPA, 2013. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2010*. http://www.epa.gov/climatechange/emissions/usinventoryreport.html. Accessed April 2013.
5 California ARB, Greenhouse Gas Inventory Data - 2000 to 2009. http://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed February 2013.

Table G: California Greenhouse Gas Inventory for 2000–2009 by Category, as Defined in the Scoping Plan

Source Category	2007	2008	2009
Transportation	187.08	177.97	172.92
Electric Power	115.08	121.22	103.58
Commercial and Residential	41.92	41.54	42.95
Industrial	89.78	87.09	81.36
Recycling and Waste	7.06	7.26	7.32
High GWP	14.81	15.77	16.32
Agriculture	32.91	33.68	32.13
Forestry	0.19	0.19	0.19
Total Gross Emissions	**488.83**	**484.72**	**456.77**

Source: California Air Resources Board, May 2013.
Note: All values in million metric tons of CO_2 equivalent (based upon IPCC Second Assessment Report's Global Warming Potentials).
CO_2 = carbon dioxide
GWP = global warming potential
IPCC = Intergovernmental Panel on Climate Change

efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise.[1]

The ARB is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities within the State of California and supports the AB 32 Climate Change Program. The current ARB GHG emission inventory covers the years 2000–2010 and is based on categories defined in the Scoping Plan, including transportation, electric power, commercial and residential, industrial, recycling and waste, high GWP, agriculture, and forestry.

The ARB has projected that statewide unregulated GHG emissions for 2020, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions, will be 596 million metric tons (MMT) of CO_2e ($MMTCO_2e$). GHG emissions from the transportation and electricity sectors as a whole are expected to increase, but remain at approximately 38 percent and 23 percent of total CO_2e emissions, respectively. The industrial sector consists of large stationary sources of GHG emissions, and its percentage of the total CO_2e emissions in 2020 is projected to be 17 percent. The remaining sources of GHG emissions in 2020 are high-GWP gases at 8 percent, residential and commercial activities at 8 percent, agriculture at 5 percent, and recycling and waste at 1 percent.[2]

[1] California Energy Commission (CEC), 2007. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 – Final Staff Report, publication # CEC-600-2006-013-SF, Sacramento, CA, December 22, 2006; and January 23, 2007, update to that report.

[2] Ibid.

Regional Emissions. Existing GHG emissions for the Southern California Association of Governments (SCAG) region were calculated for construction sources, mobile sources, natural gas consumption, and electricity generation. GHG emissions for 2009 were estimated to be approximately 176.79 $MMTCO_2e$. Transportation and energy (i.e., electricity use and natural gas consumption) accounted for approximately 47 and 52 percent of emissions, respectively. Construction activity accounted for approximately 1 percent of the GHG emissions.

3.3 REGULATORY SETTINGS

3.3.1 Federal Regulations/Standards

Pursuant to the federal Clean Air Act (CAA) of 1970, the EPA established national ambient air quality standards (NAAQS). The NAAQS were established for six major pollutants termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the federal and State governments have established AAQS, or criteria, for outdoor concentrations in order to protect public health.

Data collected at permanent monitoring stations are used by the EPA to classify regions as "attainment" or "nonattainment," depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas are imposed with additional restrictions as required by the EPA.

The EPA established new national air quality standards for ground-level O_3 and fine particulate matter in 1997. On May 14, 1999, the Court of Appeals for the District of Columbia Circuit issued a decision ruling that the CAA, as applied in setting the new public health standards for O_3 and particulate matter, was unconstitutional as an improper delegation of legislative authority to the EPA. On February 27, 2001, the United States Supreme Court upheld the way the government sets air quality standards under the CAA. The Court unanimously rejected industry arguments that the EPA must consider financial costs as well as health benefits in writing standards. The justices also rejected arguments that the EPA took too much lawmaking power from Congress when it set tougher standards for O_3 and soot in 1997. Nevertheless, the court threw out the EPA's policy for implementing new O_3 rules, saying that the agency ignored a section of the law that restricts its authority to enforce such rules.

In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the 8-hour ground-level O_3 standard. The EPA issued the proposed rule implementing the 8-hour O_3 standard in April 2003. The EPA completed final 8-hour nonattainment status on April 15, 2004. The EPA revoked the 1-hour O_3 standard on June 15, 2005, and lowered the 8-hour O_3 standard from 0.08 parts per million (ppm) to 0.075 ppm on April 1, 2008.

The EPA issued the final $PM_{2.5}$ implementation rule in fall 2004. The EPA lowered the 24-hour $PM_{2.5}$ standard from 65 to 35 micrograms per cubic meter ($\mu g/m^3$) and revoked the annual PM_{10} standard on December 17, 2006. The EPA issued final designations for the 2006 24-hour $PM_{2.5}$ standard on December 12, 2008.

Kyoto Protocol. The United States participated in the UNFCCC (signed on March 21, 1994). The Kyoto Protocol is a treaty reached under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008–2012. Although the United States is a signatory to the Kyoto Protocol, Congress has not ratified the Protocol, and the United States is not bound by the Protocol's commitments.

The goal of the Protocol was to achieve overall emissions reduction targets for six GHGs by the period of 2008–2012. The six GHGs regulated under the Protocol are CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs. Each nation has an emissions reduction target to reduce GHG emissions a certain percentage below 1990 levels (e.g., 8 percent reduction for the European Union, 6 percent reduction for Japan). The average reduction target for nations participating in the Kyoto Protocol is approximately 5 percent below 1990 levels. Many subsequent measures are tied to these Kyoto Protocol commitments.

United States Climate Policy and Actions. The United States has opted for a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework. In February 2002, the United States government announced a comprehensive strategy to reduce the GHG intensity of the American economy by 18 percent over the 10-year period from 2002 to 2012. GHG intensity measures the ratio of GHG emissions to economic output.

Recent statutory authority has been granted to the EPA that may change the voluntary approach taken to address the GCC issue. On April 2, 2007, the United States Supreme Court ruled that the EPA has the authority to regulate CO_2 emissions under the CAA. Consequently, it is anticipated that further regulation of GHG emissions on a national level by the EPA is forthcoming.

EPA ENERGY STAR and WaterSense Programs. ENERGY STAR is a joint program of the EPA and the United States Department of Energy (DOE) that is focused on reducing costs and increasing environmental protections through the promotion of energy-efficient products and practices. In 1992, the EPA introduced ENERGY STAR as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. Computers and monitors were the first labeled products. Through 1995, EPA expanded the label to additional office equipment products and residential heating and cooling equipment. In 1996, EPA partnered with the DOE for particular product categories. The ENERGY STAR label is now on major appliances, office equipment, lighting, home electronics, and more. The EPA has also extended the label to cover new homes and commercial and industrial buildings.

Due to the high energy cost associated with water treatment, water conservation is an important method of reducing GHG emissions. WaterSense, a partnership program sponsored by the EPA, seeks to protect the future of the nation's water supply by promoting water efficiency and enhancing the market for water-efficient products, programs, and practices. WaterSense helps consumers identify water-efficient products and programs. The WaterSense label indicates that these products and programs meet water efficiency and performance criteria. WaterSense-labeled products will perform well, help save money, and encourage innovation in manufacturing. WaterSense is partnering with irrigation professionals and irrigation certification programs to promote water-efficient landscape

irrigation practices. WaterSense is also partnering with manufacturers, retailers, distributors, and utilities to bring WaterSense products to the marketplace and make it easy to purchase high-performing, water-efficient products.

Clean Air Act of 1970. The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the EPA has the authority to regulate CO_2 emissions under the CAA. The EPA commenced several actions in 2009 that implement a regulatory approach to GCC. Specifically, on September 30, 2009, the EPA announced a proposal that focuses on large facilities emitting over 25,000 tons of GHGs per year. The rule was finalized on August 2, 2010, and requires facilities to obtain permits that demonstrate they are using the best available control technologies (BACT) to minimize GHG emissions.

On December 7, 2009, the EPA Administrator signed a final action under the CAA, finding that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to GCC. This EPA action does not impose any requirements on industry or other entities. However, the findings are a prerequisite to finalizing the GHG emission standards for light-duty vehicles mentioned below.

On April 1, 2010, the EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a final joint rule to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. EPA is finalizing the first-ever national GHG emissions standards under the CAA, and NHTSA is finalizing Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. The EPA GHG standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile in model year 2016, equivalent to 35.5 miles per gallon (mpg).

3.3.2 State Regulations/Standards

In 1967, the California Legislature passed the Mulford-Carrell Act, which combined two Department of Health bureaus: the Bureau of Air Sanitation and the Motor Vehicle Pollution Control Board, in order to establish ARB. Since its formation, ARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems.

The ARB identified particulate emissions from diesel-fueled engines (diesel particulate matter [DPM]) as toxic air contaminants (TACs) in August 1998. Following the identification process, ARB was required by law to determine whether there is a need for further control. In September 2000, the ARB adopted the Diesel Risk Reduction Plan (Diesel RRP), which recommends many control measures to reduce the risks associated with DPM and to achieve the goal of 85 percent DPM reduction by 2020.

Title 24 (California Energy Code and Green Building Standards Code). Title 24 is the 24th title within the California Code of Regulations (CCR). The CCR is divided into 28 separate titles numbered 1 through 28, each based on subjects or State agency jurisdiction. The provisions of Title 24 (2010 edition) include requirements for the structural, plumbing, electrical, and mechanical

systems of buildings and for fire and life safety, energy conservation, green design, and accessibility in and about buildings. The Energy Efficiency Standards for Residential and Nonresidential Buildings, commonly referred to as the California Energy Code, are Part 6 of Title 24. The California Green Building Standards Code, also called the CALGreen Code, is part 11 of Title 24. All new projects in California are required to meet these standards. The California Energy Commission (CEC) adopted the current 2008 California Energy Code Standards on April 23, 2008. California's building efficiency standards are updated on an approximately 3-year cycle. The 2013 Standards under development will continue to improve on the 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards will go into effect on January 1, 2014, following approval by the California Building Standards Commission. The California Building Standards Commission adopted the most recent CALGreen Code in 2010, and it became effective on January 1, 2011.

The California Energy Code includes Mandatory Measures that are required to be implemented on all new construction projects and consist of a wide array of energy-saving measures concerning project site design, water use reduction, improvement of indoor air quality, and conservation of materials and resources. The California Energy Code encourages 15 percent energy use reduction over that required in Part 6. The draft 2013 California Energy Code adds optional, more stringent Voluntary Measures that may be used by jurisdictions that strive to enhance their commitment toward energy-efficient and sustainable design and achievement of AB 32 goals. Under TIERs I and II, all new construction projects are required to reduce energy consumption by 15 percent and 30 percent, respectively, below the baseline required under the California Energy Code, as well as implement more stringent green measures than those required by mandatory code.

Assembly Bill 1493. In a response to the transportation sector's significant contribution to California's CO_2 emissions, AB 1493 (Pavley) was enacted on July 22, 2002. AB 1493 requires the ARB to set GHG emission standards for passenger vehicles and light-duty trucks (and other vehicles whose primary use is noncommercial personal transportation in the State) manufactured in 2009 and all subsequent model years. To set its own GHG emissions limits on motor vehicles, California must receive a waiver from the EPA. On June 30, 2009, the EPA granted the waiver of CAA preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Notice of the decision was published in the Federal Register on July 8, 2009.

Assembly Bill 32. California's major initiatives for reducing GHG emissions are outlined in AB 32, the "Global Warming Solutions Act," passed by the California State Legislature on August 31, 2006; the 2005 Executive Order (EO) discussed below; and a 2004 ARB regulation to reduce passenger car GHG emissions. The AB 32 statute begins with several legislative findings and declarations of intent, including the following:

> Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma,

and other human health-related problems. (Health and Safety Code [HSC], Section 38501.)

The State goal is to reduce GHG emissions to 1990 levels by 2020. The ARB has established the level of GHG emissions in 1990 at 427 $MMTCO_2e$. The emissions target of 427 MMT requires the reduction of 169 MMT, a reduction of approximately 25 percent, from the State's projected business-as-usual[1] 2020 emissions of 596 MMT.

AB 32 requires the ARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to GCC. The Scoping Plan was approved by the ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures.[2] Emission reductions that are projected to result from the recommended measures in the Scoping Plan are expected to total 174 $MMTCO_2e$, which would allow California to attain the emissions goal of 427 $MMTCO_2e$ by 2020. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The Scoping Plan, even after ARB approval, remains a recommendation. The measures in the Scoping Plan will not be binding until after they are adopted through the normal rulemaking process. The ARB rulemaking process includes preparation and release of each of the draft measures, public input through workshops, and a public comment period, followed by an ARB hearing and rule adoption.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed the ARB and the newly created Climate Action Team (CAT)[3] to identify a list of "…discrete early action GHG reduction measures…" that can be adopted and made enforceable by January 1, 2010. On January 18, 2007, Governor Schwarzenegger signed EO S-1-07, further solidifying California's dedication to reducing GHGs by setting a new Low Carbon Fuel Standard (LCFS). This EO sets a target to reduce the carbon intensity of California transportation fuels by at least 10 percent by 2020 and directs the ARB to consider the LCFS as a discrete early action measure.

In June 2007, the ARB approved a list of 37 early action measures, including three discrete early action measures (LCFS, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that were required to be adopted as regulations and made effective no later than January 1, 2010, the date established by HSC Section 38560.5. The ARB adopted additional early action measures in October 2007[4] that tripled the number of discrete early action measures. These measures relate to truck efficiency, port electrification, reduction of PFCs from the semiconductor industry, reduction of propellants in consumer products,

---

1 "Business-as-usual" is defined as the set of conditions reasonably expected to occur within the project boundary in the absence of financial incentives provided by offset credits, taking into account all current laws and regulations, as well as current economic and technological trends. CCR, Subchapter 10, Article 5.

2 ARB. 2008. *Climate Change Proposed Scoping Plan: a Framework for Change*. October.

3 The CAT is a consortium of representatives from State agencies who have been charged with coordinating and implementing GHG emission reduction programs that fall outside of ARB's jurisdiction.

4 ARB. 2007. *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration*. October.

proper tire inflation, and SF_6 reductions from the nonelectricity sector. The combination of early action measures is estimated to reduce statewide GHG emissions by nearly 16 MMT.[1]

AB 32 required the ARB to adopt GHG emission limits and emission reduction measures by January 1, 2011, both of which became effective on January 1, 2012. In addition, ARB adopted a market-based cap and trade system in 2012. AB 32 does not identify a significance level of GHG for CEQA purposes, nor has the ARB adopted such a significance threshold.

Executive Order S-03-05. In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in EO S-3-05. The EO established the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Furthermore, EO S-03-05 requires the Secretary of CalEPA to evaluate the impacts of GCC and establish mitigation measures that would reduce potential impacts.

Executive Order S-01-07. EO S-01-07 was put forth by Governor Arnold Schwarzenegger on January 18, 2007. California further solidified its dedication to reducing GHGs above what was intended in EO S-03-05 by setting a new LCFS for transportation fuels sold within the State. EO S-1-07 sets a declining standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. Essentially, the order mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that an LCFS for transportation fuels be established for California.

Senate Bill 97. To address GHG emission and GCC in General Plans and CEQA documents, Senate Bill (SB) 97 (Chapter 185, 2007) requires the Office of Planning and Research (OPR) to develop CEQA guidelines on how to address global warming emissions and mitigate project-specific GHG emissions. The OPR was required to prepare, develop, and transmit these guidelines on or before July 1, 2009. As described below, OPR has issued a Technical Advisory[2] (TA) in advance of developing amendments to the CEQA Guidelines and proposed draft amendments to the CEQA Guidelines. OPR adopted amendments to the CEQA Guidelines related to GCC and GHGs in December 2009.

Senate Bill 375. SB 375, which was signed into law on October 1, 2008, provides emissions reduction goals and provides incentives for local governments and developers to follow new conscientiously planned growth patterns in order to reduce GHG emissions. SB 375 enhances the ARB's ability to reach AB 32 goals by directing the ARB to develop regional GHG emission reduction targets to be achieved by the automobile and light truck sectors for 2020 and 2035. The ARB will also work with California's 18 metropolitan planning organizations (MPOs) to align their regional transportation, housing, and land use plans; prepare a "sustainable communities strategy" to

1 ARB. 2007. "ARB approves tripling of early action measures required under AB 32." News Release 07-46. http://www.arb.ca.gov/newsrel/nr102507.htm. October 25.

2 A TA, in this context, is defined by OPR as technical advice issued from time to time to provide guidance on implementing issues that broadly affect the practice of CEQA and land use planning.

reduce the number of VMT in their respective regions; and demonstrate each region's ability to attain its GHG reduction targets.

OPR Guidelines. OPR issued a TA titled "CEQA and Climate Change: Addressing Climate Change Through CEQA Review" on June 18, 2008. The TA was intended as a guide to planners and CEQA practitioners for addressing GCC in CEQA documents. The TA noted that the CEQA statutes and the CEQA Guidelines do not prescribe numeric thresholds of significance or particular methodologies for performing an impact analysis. However, even in the absence of clearly defined thresholds for GHG emissions, the emissions from projects must be disclosed. OPR identified three basic steps for the GHG approach in CEQA documents: (1) identify and quantify the GHG emissions; (2) assess the significance of the impact on GCC; and (3) if the impact is found to be significant, identify alternatives and/or mitigation measures that will reduce the impact below significance.

As noted earlier, OPR adopted amendments to the CEQA Guidelines regarding GCC and GHGs in December 2009. The amendments were prepared by OPR in collaboration with the California Resources Agency, CalEPA, and the ARB.

AB 75 Waste Diversion. AB 75 was passed in 1999, and the State Agency Model Integrated Waste Management Act (Chapter 764, Statutes of 1999, Strom-Martin) took effect on January 1, 2000. This bill added new provisions to the Public Resource Code (PRC), mandating that State agencies develop and implement an integrated waste management plan (IWMP). AB 75 also mandated that community service districts providing solid waste services report disposal and diversion information to the city, county, or regional agency in which the community service district is located. Among other things, AB 75 established the requirement to divert at least 25 percent of their solid waste from landfills or transformation facilities by January 1, 2002, and divert 50 percent on and after January 1, 2004.

Senate Bill X1-2. On April 12, 2011, California Governor Jerry Brown signed SB X1-2. This bill supersedes the 33 percent by 2020 Renewable Portfolio Standard (RPS), created by EO S-14-08 that Governor Arnold Schwarzenegger previously signed. The RPS required that all retail suppliers of electricity in California serve 33 percent of their load with renewable energy by 2020. A number of significant changes are made in SB X1-2:

- SB X1-2 extends application of the RPS to all electric retailers in the State, including municipal and public-owned utilities, and community choice aggregators.
- SB X1-2 creates a three-stage compliance period for electricity providers to meet renewable energy goals: 20 percent of retail sales must be renewable energy products by 2013, 25 percent of retail sales must be renewable energy products by 2016, and 33 percent of retail sales must be renewable energy products by 2020. The 33 percent level must be maintained in the years that follow.
- This three-stage compliance period requires the RPS to be met increasingly with renewable energy that is supplied to the California grid and is located within or directly proximate to California. SB X1 2 mandates that renewables from this category make up:

- At least 50 percent for the 2011–2013 compliance period
- At least 65 percent for the 2014–2016 compliance period
- At least 75 percent for 2016 and beyond

- SB X1-2 sets rules for the use of Renewable Energy Credits (RECs):
  - Establishes a cap of no more than 25 percent unbundled RECs going toward the RPS between 2011 and 2013, 15 percent from 2014 to 2016, and 10 percent thereafter
  - Does not allow for the grandfathering of Tradable REC contracts executed before 2010, unless the contract was (or is) approved by the CPUC
  - Allows banking of RECs for 3 years only
  - Allows Energy Service Providers, Community Choice Aggregators (CCAs), and Investor Owned Utilities (IOUs) with less than 60,000 customers to use 100 percent RECs to meet the RPS
- SB X1 2 also eliminates the Market Price Referent (MPR), which was a benchmark to assess the above-market costs of RPS contracts based on the long-term ownership, operating, and fixed-price fuel costs for a new 500 megawatt (MW) natural gas-fired combined cycle gas turbine. Using the MPR, the CPUC would provide above-market funds to cover contract costs that exceeded the MPR, require the CPUC to establish a cost limit for each IOU, and authorize IOUs to stop procuring renewable energy beyond the cost limit. It also requires the CPUC to adopt a standard tariff for renewable projects up to 3 MW in size, with a 750 MW statewide cap on eligibility for the tariff.

Executive Order S-21-09. On September 15, 2009, Governor Schwarzenegger issued EO S-21-09. This EO directed ARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. On September 23, 2010, the ARB adopted the "Renewable Electricity Standard" (RES) to require a 33 percent by 2020 renewable energy procurement mandate for most retail sellers of electricity in California.[1]

California Green Building Code. The CALGreen Code (CCR, Title 24, part 11) was adopted by the California Building Standards Commission in 2010 and became effective in January 2011. The Code applies to all new constructed residential, nonresidential, commercial, mixed-use, and State-owned facilities, as well as schools and hospitals. CALGreen Code is comprised of Mandatory Residential and Nonresidential Measures and more stringent Voluntary Measures (TIERs I and II).

Mandatory Measures are required to be implemented on all new construction projects and consist of a wide array of green measures concerning project site design, water use reduction, improvement of indoor air quality, and conservation of materials and resources. The CALGreen Building Code refers to Title 24, Part 6 compliance with respect to energy efficiency; however, it encourages 15 percent energy use reduction over that required in Part 6. Voluntary Measures are optional, more stringent

[1] ARB. News Release: California commits to more clean, green energy. Available at: http://www.arb.ca.gov/newsrel/newsrelease.php?id=155, last accessed April 2013. Also refer to Title 17, Cal. Code Regs., Section 97004(a).

measures that may to be used by jurisdictions that strive to enhance their commitment toward green and sustainable design and achievement of AB 32 goals. Under TIERs I and II, all new construction projects are required to reduce energy consumption by 15 percent and 30 percent, respectively, below the baseline required under the CEC, as well as implement more stringent green measures than those required by mandatory code.

Regional Air Quality Planning Framework. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The federal CAA Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the federal standards in nonattainment areas of the state. The EPA has designated SCAG as the MPO responsible for ensuring conformity with the requirements of the CAA for the SSAB.

The ARB is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within the local air basins has been given to local air districts that regulate stationary source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan. The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the SSAB. Every three years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. The SCAQMD adopted the 2012 AQMP in December 2012 and forwarded it to ARB for review and approval.

The 2012 AQMP incorporated the latest scientific/technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. The 2012 AQMP included the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The primary objective of the 2012 AQMP is to demonstrate attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 in the South Coast Air Basin through adoption of all feasible measures and to update the EPA approved 8-hour O_3 control plan with new measures designed to reduce reliance on the CAA Section 182 (e)(5) long-term measures for NO_x and VOC reductions.

3.3.3 Local and Regional Plans and Policies

SCAG Regional Transportation Plan/Sustainable Communities Strategy. On April 4, 2012, the Regional Council of the SCAG adopted the 2012–2035 RTP/SCS: Toward a Sustainable Future. The RTP/SCS is the culmination of a multiyear effort involving stakeholders from across the SCAG region. The SCS integrates land use and transportation strategies to achieve ARB's per-capita GHG emission reduction targets from passenger vehicles for the SCAG region of 8 percent below 2005 per-capita emissions levels by 2020 and 13 percent below 2005 per-capita emissions levels by 2035.

City of Coachella General Plan. Although the City is in the process of updating their General Plan and will incorporate a Climate Action Plan (CAP), at the time of this study none of the updated goals or policies related to a CAP are available. The City's 1996 General Plan 2020 does not include any

specific GHG or GCC policies or goals; however, a number of the General Plan goals, objectives, policies, and programs will result in an indirect reduction in GHG emissions through reductions in vehicle trips, VMT, and energy use. Therefore, the proposed project has been analyzed in order to determine consistency with these goals and policies.

City of Coachella General Plan Environmental Hazards and Safety Element. The City's Environmental Hazards and Safety Element (page 177 in that General Plan Element) includes the following policies related to air quality that are applicable to the proposed project.

- Land uses that are sensitive to air pollution, such as schools, childcare centers, hospitals, playgrounds, and retirement and convalescent homes, shall be identified and isolated from air pollution sources.
- The City shall review proposed developments through the environmental and design review processes to ensure that negative impacts are mitigated.
- The City shall require all proposed developments meet the significance threshold criteria established by the SCAQMD in the most recent version of the *CEQA Air Quality Handbook*.
- The City shall encourage the use of low polluting building and construction methods and materials to reduce emissions from construction activities.
- The City shall encourage developers to limit extensive grading and cut and fill operations that generate PM_{10}.
- During site preparation, the City shall require adequate watering of construction sites, construction vehicle wheel washing and adherence to SCAQMD Rule 403 to ensure the cleanup of construction related dirt on approach routes to the site to reduce PM_{10} emissions.
- During site preparation, the City shall require that grading operations be suspended during first and second stage O_3 episodes or when winds exceed 30 mph.
- The City shall require any construction access roads to be paved and cleaned after each work day to reduce PM_{10} emissions.
- The City shall require that any trucks hauling dirt, sand, soil or other loose dirt material off-site during site preparation activities be covered.

4.0 METHODOLOGY AND THRESHOLDS

4.1 ANALYSIS METHODOLOGY

A number of modeling tools are available to assess air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analysis. SCAQMD's current guidelines, *CEQA Air Quality Handbook* (April 1993) were adhered to in the assessment of air quality impacts for the proposed project. The air quality models identified in the document (including an older version of the URBEMIS model) are outdated; therefore, the current model, CalEEMod Version 2011.1.1, was used to estimate project-related mobile and stationary sources emissions in this Air Quality Analysis.

The Air Quality Analysis includes estimated emissions associated with short-term construction and long-term operation of the proposed project. Criteria pollutants with regional impacts would be emitted by project-related vehicular trips, as well as by emissions associated with stationary sources used on site. Localized air quality impacts, i.e., higher CO concentrations (CO hot spots) near intersections or roadway segments in the project vicinity, would be small and less than significant due to the generally low ambient CO concentrations (3.0 ppm for the 1-hour period and 0.67 ppm for the 8-hour period) in the project area.

The net increase in pollutant emissions determines the significance and impact on regional air quality as a result of the proposed project. The results also allow the local government to determine whether the proposed project will deter the region from achieving the goal of reducing pollutants in accordance with the AQMP in order to comply with federal and State AAQS.

This analysis has been prepared based on the County Guidelines which the City of Coachella follows, and to satisfy the requirements for disclosure of potential impacts and mitigation measures per CEQA. The County Guidelines require analysis of existing conditions, project completion conditions, and cumulative conditions at buildout of project. For General Plans Amendments and Specific Plans a horizon year analysis is also required. To identify project specific impacts, this report also includes without and with project conditions for the future scenarios required by the County.

In addition, based on recent CEQA guidance (Sunnyvale West Neighborhood Association et al. v. City of Sunnyvale City Council), this analysis also evaluates existing plus project conditions. As stated in Section 2.3, Phase 5 of the project will be conditioned to be built only if and after the I-10/Avenue 50 interchange is constructed. However, the interchange is a regional improvement, and not a project design feature. Therefore, this study analyzes the localized air quality effects (i.e., CO hot spot analysis) for the following three separate "Existing Plus Project" conditions to satisfy CEQA requirements:

- Existing Plus Phases 1 through 4 without Avenue 50 interchange;
- Existing Plus Full Project (Phases 1–5) without Avenue 50 interchange conditions; and
- Existing Plus Full Project (Phases 1–5) With Avenue 50 interchange.

In addition, opening year analyses were conducted for years 2020, 2030, and 2035.

County Guidelines require the analysis of cumulative conditions, which describes conditions at buildout of the project with impacts from cumulative projects added to impacts from the proposed project. Additionally, County guidelines also require analysis of a horizon year build-out condition (currently 2035). The La Entrada Specific Plan in anticipated to be fully built by year 2035, which is also the County's horizon year scenario. Therefore, cumulative conditions and buildout conditions are the same for this analysis.

4.2 THRESHOLDS OF SIGNIFICANCE

Based on *Guidelines for the Implementation of California Environmental Quality Act*, Appendix G, PRC Sections 15000–15387, a project would normally be considered to have a significant effect on air quality if the project would violate any ambient air quality standards, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutant concentrations, or conflict with adopted environmental plans and goals of the community in which it is located.

In addition to the federal and State AAQS, as listed in Table B, there are daily emissions thresholds for construction and operation of a proposed project in the Coachella Valley area. The Coachella Valley area of the SSAB is administered by the SCAQMD, and guidelines and emissions thresholds established by the SCAQMD in its *CEQA Air Quality Handbook* (SCAQMD, April 1993) for the Coachella Valley area are used in this analysis.

It should be noted that the emissions thresholds were established based on the attainment status of the SSAB in regard to air quality standards for specific criteria pollutants. The concentration standards were set at a level that protects public health with adequate margin of safety (EPA); therefore, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

4.2.1 Regional Thresholds for Construction and Operational Emissions

Table H shows the CEQA significance thresholds that have been established for the Basin.

Projects in the Basin with construction- or operation-related emissions that exceed any of the emission thresholds should be considered to be significant under CEQA.

4.2.2 Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

Table H: SCAQMD Significance Thresholds for Coachella Valley

Air Pollutant	Construction Phase	Operational Phase
ROCs	75 lbs/day	75 lbs/day
CO	550 lbs/day	550 lbs/day
NO_X	100 lbs/day	100 lbs/day
SO_X	150 lbs/day	150 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD 2013.
CO = carbon monoxide
lbs = pounds
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ROCs = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

4.2.3 Thresholds for Localized Significance

The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of the national or State AAQS, as previously shown in Table B. LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. For this project, the appropriate SRA is Coachella Valley (SRA 30).[1]

In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are nonattainment pollutants. For these two, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 $\mu g/m^3$ applies to construction emissions (and would apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 $\mu g/m^3$ applies to nonaggregate handling operational activities.

[1] www.aqmd.gov/ceqa/handbook/LST/LST.html.

To avoid the need for every air quality analysis to perform air dispersion modeling, the SCAQMD conducted air dispersion modeling for a range of construction sites less than or equal to 5 ac in size and created look-up tables that correlate pollutant emissions rates with project size to screen out projects that are unlikely to generate enough emissions to result in a locally significant concentration of any criteria pollutant. These look-up tables can also be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

4.2.4 Global Climate Change

Based on *Guidelines for the Implementation of California Environmental Quality Act*, Appendix G, PRC Sections 15000–15387, a project would normally be considered to have a significant effect on air quality if the project would violate any AAQS, contribute substantially to an existing air quality violation, expose sensitive receptors to substantial pollutants concentrations, or conflict with adopted environmental plans and goals of the community in which it is located.

As the SCAQMD has recognized, the analysis of GHGs is a much different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants, significance thresholds are based on daily emissions because attainment or nonattainment is based on daily exceedances of applicable AAQS. Further, several AAQS are based on relatively short-term exposure effects on human health (e.g., 1-hour and 8-hour). Since the half-life of CO_2 is approximately 100 years, for example, the effects of GHGs are longer-term, affecting global climate over a relatively long time frame. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer time frame than a single day.

The recommended approach for GHG analysis included in OPR's June 2008 release is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below a level of significance.[1] The June 2008 OPR guidance provides some additional direction regarding planning documents as follows: "CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that will reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation…. For local government lead agencies, adoption of general plan policies and certification of general plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews."

The State CEQA Guidelines include the following direction regarding determination of significant impacts from GHG emissions (§ 15064.4):

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the Lead Agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas

[1] State of California, 2008. Governor's Office of Planning and Research. *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review*. June 19.

emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further, states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

Individual projects incrementally contribute toward the potential for GCC on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect GCC, each project incrementally contributes toward the potential for GCC on a cumulative basis, in concert with all other past, present, and probable future projects.

Revisions to Appendix G of the *CEQA Guidelines* suggest that the project be evaluated for the following impacts:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

However, despite this, currently neither the CEQA statutes or OPR guidelines prescribe numeric thresholds of significance or a particular methodology for performing an impact analysis; as with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

On September 28, 2010, the SCAQMD GHG Working Group proposed the following draft-interim method for determining significance of proposed projects' GHG emissions and contributions to GCC. The proposed interim method utilizes a tiered mechanism, as described below.

A proposed project would be evaluated against the tiers and a determination made as to which tier would be the most appropriate for the individual project. For example, if a project is exempt from CEQA, Tier 1 would be the most appropriate tier, the project's effects related to GHG emissions/ GCC would be less than significant, and the analysis would be complete.

If the project is not exempt and there is a local GHG reduction plan in place, Tier 2 would be the most appropriate tier. If the project is consistent with that plan, its effects related to GHG emissions/GCC would be less than significant and the analysis would be complete. If the project is not consistent with the plan, it would have a significant impact related to GHG emissions/GCC and the analysis would be complete.

If there is no local GHG reduction plan, Tier 3 is used to screen for smaller projects. If the project's emissions are less than the applicable numerical threshold (see below), its effects related to GHG emissions/GCC would be less than significant and the analysis would be complete. If the project exceeds the numerical threshold, it is analyzed using Tier 4.

If the project's emissions are less than the applicable Tier 4 performance-based target, it would have less than significant impacts related to GHG emissions/GCC and the analysis would be complete. If the project exceeds both the screening Tier 3 and Tier 4 targets, it would have a significant impact related to GHG emissions/GCC and the analysis would be complete.

Tier 5, which is not a threshold specifies that a project include all feasible on-site and off-site measures to reduce GHG emissions as well as financially supporting independent projects that have a net reduction in GHG emissions.

- **Tier 1:** Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA. If the project qualifies for an exemption, no further action is required.
- **Tier 2:** Tier 2 consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing consistency determination requirements in CEQA Guidelines Sections 15064(h)(3), 15125(d), or 15152(a). The GHG reduction plan must, at a minimum, comply with AB 32 GHG reduction goals; include an emissions inventory agreed upon by either ARB or the SCAQMD, have been analyzed under CEQA and have a certified Final CEQA document, and have monitoring and enforcement components. If the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions.
- **Tier 3:** Does the project exceed the applicable GHG screening thresholds: Industrial (when SCAQMD is the Lead Agency): 10,000 metric tons per year of CO_2e (MT/yr CO_2e); Residential: 3,500 MT/yr CO_2e; Commercial: 1,400 MT/yr CO_2e; Mixed-use: 3,000 MT/yr CO_2e. If a

project's GHG emissions exceed the GHG screening threshold, the project would be analyzed under Tier 4.

- **Tier 4** establishes a decision tree approach that includes compliance options for projects that have incorporated design features into the project and/or implement GHG mitigation measures.
  - Efficiency Target (2020 Targets)
    - 4.8 mt CO_2e per SP for project level threshold (land use emissions only) and total residual emissions not to exceed 25,000 million metric tons per year (MMT/yr) CO_2e
    - 6.6 mt CO_2e per SP for plan level threshold (all sectors)
  - Efficiency Target (2035 Targets)
    - 3.0 mt CO_2e per SP for project level threshold
    - 4.1 mt CO_2e per SP for plan level threshold

  If the lead agency or project proponent cannot achieve the performance standards on any of the compliance options in Tier 4, the project-related GHG emissions would be considered significant.
- **Tier 5** would require projects to implement on- and off-site GHG mitigation to include financially supporting net GHG-reducing projects sufficient to reduce GHG emission impacts for the life of the project (30 years) to less than the applicable GHG screening threshold level.

5.0 IMPACTS AND MITIGATION

Air pollutant emissions associated with the project would occur over the short term from construction activities, such as fugitive dust from site preparation and grading, and emissions from equipment exhaust. There would be long-term regional emissions associated with project-related vehicular trips. Long-term stationary source emissions would occur from various sources such as consumer products usage by residents and workers of the proposed land uses and landscape maintenance. Additionally, long-term GHG emissions would occur due to energy consumption such as electricity usage by the proposed land uses.

5.1 SHORT-TERM CONSTRUCTION IMPACTS

5.1.1 Equipment Exhausts and Related Construction Activities

Construction activities produce combustion emissions from various sources such as site grading, utility engines, on-site heavy-duty construction vehicles, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. Implementation of the project would include demolition of miscellaneous minor structures and old roadways, site preparation and grading operations, and construction of the new facilities that would include the application of architectural coatings and paving operations. As shown in the Conceptual Grading Plan of the La Entrada Specific Plan, the grading concept for the Specific Plan estimates that no import or export of materials is required, and that grading would be balanced on site. The Specific Plan would be developed in phases as described below. The phases are grouped to be consistent with the analysis performed in the La Entrada Traffic Impact Analysis (LSA Associates, Inc. [LSA], June 2013). While it is not expected that construction of any phase would overlap with any other, this analysis conservatively analyzes the construction of Phases 1 and 2 concurrently Phases 3 and 4 concurrently, and Phase 5 alone.

5.1.2 Phases 1 and 2

Phase 1 includes development in the western portions of Central Village and Hillside Village. Phase 2 includes the central portion of Central Village and a small portion of Hillside Village. The land use plan for Phase 1 includes open space areas on the western and southwestern boundary of the site, with a residential overlay area zone for portions of the open space areas along the southwest edge, including medium-density and high-density residential development, parks/recreation areas, and mixed uses. Land uses for Phase 2 include low-, medium-, and high-density residential, mixed uses, and two school sites. Community/public facilities in the mixed-use areas may include police stations, fire stations, places of worship, community centers, farmers markets, etc.

As part of Phase 1 of the proposed development, Avenues 50 and 52 would be extended into the Specific Plan project area to serve the development. In addition, water, sewer, utilities, and drainage infrastructure (including four of the five retention basins) would be constructed. All utilities and

infrastructure would be extended with each subsequent phase to support the proposed development of each future phase.

5.1.3 Phases 3 and 4

Phase 3 is located entirely within Hillside Village and includes development of low-density and medium-density residential uses, parks/recreation areas, open space, and two school sites. Phase 4 includes the eastern portions of Central Village and Hillside Village. Land uses to be developed in these phases include very low-, low-, and medium-density residential uses, parks/recreation areas, and open space areas.

5.1.4 Phase 5

Phase 5 encompasses the entirety of Gateway Village. This phase includes the highest-intensity commercial mixed uses, high-, medium- and low-density residential, parks/recreation areas, open space areas, and a regionally oriented special-use park. The special-use park is approximately 176.6 ac and would include a variety of regionally oriented uses. Examples of such uses could include a soccer stadium, outdoor amphitheater, community center, soccer fields, extreme sports area (skate park, BMX track, ropes course, disc golf), potential-lake/water reservoir, and passive recreation areas.

Table I summarizes the phasing plan.

Table I: Specific Plan Phasing

Phase	Acreage	Dwelling Units	Commercial/ Office	Grading/ Grading Duration	Construction Duration
1	480	1,471	110,000 sf/ 10.1 ac	3.5 million cy 12 mos. Start late 2014	2015–2020
2	270	1,393	360,000 sf/ 41.8 ac	4.5 million cy 9 mos.	2020–2025
3	340	1,243	--	7 million cy 18 mos.	2025–2030
4	340	1,031	--		2030–2034
5	550	2,662	1,040,879 sf/ 520 ac	4.1 million cy 9 mos.	2034–2045

Source: Project Design.
ac = acres mos. = months
cy = cubic yards sf = square feet

Because design and engineering of planning areas and/or individual tract maps have not been developed, this analysis is a conceptual worst-case analysis for emissions associated with project construction. To provide a worst-case scenario, it is assumed that emissions from grading, construction, paving, and architectural coatings phases occur at the same time, although in reality, the phases would not occur simultaneously. Additionally, off-site intersection improvements are prescribed to mitigate potential traffic impacts. It is not known when these intersections will be constructed. For this analysis, it was assumed that five intersections would be under construction on the same day as the combined grading/construction/paving/architectural coating period.

Table J lists the construction phases and estimated durations. Table K lists representative sets of emission sources and the anticipated equipment per project plans, augmented with CalEEMod defaults, to be used during each construction phase.

Table J: Construction Schedule

Construction Phase	Number of Months		
	Phases 1 and 2	Phases 3 and 4	Phase 5
Demolition	4	4	4
Site Preparation	7	7	7
Grading	12	12	12
Building Construction	50	50	50
Architectural Coating	33	33	33
Paving	30	30	30

Source: Project Design.

Table K: Diesel Construction Equipment Utilized by Construction Phase

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	4	8	81	0.73
	Excavators	3	8	157	0.57
	Rubber Tired Dozers	4	8	358	0.59
Site Preparation	Rubber Tired Dozers	6	8	358	0.59
	Tractors/Loaders/Backhoes	6	8	75	0.55
Grading	Graders	2	8	162	0.61
	Rubber Tired Dozers	3	8	358	0.59
	Scrapers	12	8	356	0.72
	Tractors/Loaders/Backhoes	3	8	75	0.55
Building Construction	Cranes	2	7	208	0.43
	Forklifts	15	8	149	0.3
	Generator Sets	10	8	84	0.74
	Other Construction Equipment	10	8	327	0.62
	Tractors/Loaders/Backhoes	15	7	75	0.55
	Welders	10	8	46	0.45
	Air Compressors	10	6	78	0.48
Architectural Coating	Pavers	4	8	89	0.62
Paving	Paving Equipment	4	8	82	0.53
	Rollers	4	8	84	0.56
	Concrete/Industrial Saws	4	8	81	0.73

Source: Project Plans and CalEEMod Defaults.

The most recent version of the CalEEMod model (Version 2011.1.1) was used to calculate construction emissions, as shown in Tables L, M, and N. The emissions shown are the combination of the on- and off-site emissions. These tables list emissions that represent a peak day during the various construction years. Emissions from trenching are included in the building construction phase to be performed by the tractor/loader/backhoe equipment. Solid waste will be taken to the Coachella Valley Transfer Station, located at 87011 Landfill Road, approximately 5 mi northeast of the project site. It

Table L: Short-Term Regional Phase 1 and 2 Construction Emissions – Unmitigated

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	ROG	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	16	123	76	0.13	3.4	6.2	0.29	6.2
Site Preparation	18	143	83	0.14	7.4	6.7	3.9	6.7
Grading	41	339	165	0.37	6.9	14	2.0	14
Building Construction	60	336	388	0.75	33	17	0.49	17
Architectural Coating	158	25	49	0.08	5.8	1.9	0.08	1.9
Paving	8.5	50	42	0.06	0.39	4.0	0.01	4.0
Off-site Infrastructure Construction	18	127	98	0.2	7.1	7.2	3.3	7.2
Peak Daily Emissions	285	877	742	1.5	97		49	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Significant Emissions?	**Yes**	**Yes**	**Yes**	**No**	**No**		**No**	

Source: LSA Associates, Inc., June 2013.

Notes: The peak daily emissions assume that demolition and site preparation occur first, and then the rest of the phases could overlap to occur all on 1 day.
The emission rates for fugitive PM_{10} and $PM_{2.5}$ shown are from the CalEEMod output tables listed as "Mitigated Construction," because CalEEMod doesn't include the fugitive dust construction emission control measures required by SCAQMD. The only way to include them in the model is to specify them as mitigation.

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

Table M: Short-Term Regional Phase 3 and 4 Construction Emissions – Unmitigated

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	ROG	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	8.8	55	57	0.13	3.4	2.3	0.29	2.3
Site Preparation	11	69	55	0.14	7.4	2.6	3.9	2.6
Grading	24	143	112	0.37	6.9	5.4	2.0	5.4
Building Construction	39	161	341	0.95	50	5.9	0.75	5.7
Architectural Coating	318	14	47	0.1	8.7	0.77	0.12	0.75
Paving	5.8	31	40	0.06	0.39	1.9	0.01	1.9
Off-site Infrastructure Construction	18	127	98	0.2	7.1	7.2	3.3	7.2
Peak Daily Emissions	405	476	638	1.7	94		27	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Significant Emissions?	**Yes**	**Yes**	**Yes**	**No**	**No**		**No**	

Source: LSA Associates, Inc., June 2013.

Notes: The peak daily emissions assume that demolition and site preparation occur first, and then the rest of the phases could overlap to occur all on 1 day.
The emission rates for fugitive PM_{10} and $PM_{2.5}$ shown are from the CalEEMod output tables listed as "Mitigated Construction," because CalEEMod doesn't include the fugitive dust construction emission control measures required by SCAQMD. The only way to include them in the model is to specify them as mitigation.

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Table N: Short-Term Regional Phase 5 Construction Emissions – Unmitigated

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	ROG	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	8.4	51	56	0.13	3.4	2.0	0.29	2.0
Site Preparation	10	64	53	0.14	7.4	2.4	3.9	2.4
Grading	23	130	110	0.37	6.9	4.9	2.0	4.9
Building Construction	45	168	406	1.3	82	5.7	1.2	5.5
Architectural Coating	480	12	57	0.14	14	0.63	0.19	0.59
Paving	4.6	23	39	0.06	0.39	1.1	0.01	1.1
Off-site Infrastructure Construction	18	127	98	0.20	7.1	7.2	3.3	7.2
Peak Daily Emissions	570	460	709	2.1	130		26	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Significant Emissions?	**Yes**	**Yes**	**Yes**	**No**	**No**		**No**	

Source: LSA Associates, Inc., June 2013.

Notes: The peak daily emissions assume that demolition and site preparation occur first, and then the rest of the phases could overlap to occur all on 1 day.

The emission rates for fugitive PM_{10} and $PM_{2.5}$ shown are from the CalEEMod output tables listed as "Mitigated Construction," because CalEEMod doesn't include the fugitive dust construction emission control measures required by SCAQMD. The only way to include them in the model is to specify them as mitigation.

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

was assumed that construction waste could be hauled an average of 20 mi from the project site. Construction workers and delivery vehicle estimates are listed in Appendix A.

As shown, construction equipment/vehicle emissions of ROG, NO_X, and CO would exceed the SCAQMD emission thresholds during project construction. Details of the emission factors and other assumptions are included in Appendix A. Mitigation measures would be required.

5.1.5 Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, and cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction.

Construction emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors. The proposed project would be required to comply with SCAQMD Rule 403 to control fugitive dust. As shown in Tables L, M, and N, with these standard control measures, fugitive dust emissions would be below SCAQMD thresholds. No mitigation measures would be required.

5.1.6 Architectural Coatings

Architectural coatings contain VOCs that are similar to ROGs and are part of the O_3 precursors. Based on the project plans, it is estimated that the application of architectural coatings on the proposed buildings using standard application techniques (standard spray) with a 25 percent transfer efficiency would result in as much as approximately 480 pounds (lbs) of VOC per day during the coating phase. These emissions of VOC would be more than the SCAQMD VOC threshold of 75 lbs/day. Mitigation measures would be required.

5.1.7 Odors

Heavy-duty equipment on the project site during construction would emit odors. While these odors could be objectionable near the equipment, all construction operations planned are of sufficient distance from existing and, during later phase development, future sensitive receptors that the natural dissipation in the air over that distance would prevent any health risk from objectionable odor. No other sources of objectionable odors are expected during project construction. No mitigation is required.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project, and no mitigation is required.

5.1.8 Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is not among the counties that are found to have serpentine and ultramafic rock in their soils. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small and less than significant. No mitigation is required.

5.1.9 Locally Significant Pollutant Concentrations

The project site is currently vacant and undeveloped. There are no existing residences in the immediate vicinity of the project site. There are existing residences along Avenue 51 and Avenue 52 that are all more than a mile from the nearest part of the proposed project site that could be exposed to increased pollutant concentrations from construction emissions. Additionally, during construction of the subsequent phases of the Specific Plan, there could be residents of the earlier phases similarly exposed. However, due to the size of the construction areas, the majority of construction activities would be located far from these sensitive receptors. Thus, measurable pollutant concentration increases are very unlikely.

The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003, recommending that all project-level air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. For both construction and operational emissions, as this project is a Specific Plan for development of a new community, the SCAQMD localized significance analysis is not applicable.

5.1.10 Summary – Regional Construction Emissions

Tables L, M, and N list total construction emissions, i.e., fugitive-dust emissions and construction-equipment exhausts that have incorporated all SCAQMD-required control measures to reduce fugitive dust emissions from construction. Tables L, M, and N show that during construction, peak daily construction emissions with only standard control measures would exceed the SCAQMD daily thresholds for ROG, NO_X and CO, but not for SO_2, PM_{10} or $PM_{2.5}$. Mitigation measures would be required.

Tables O, P, and Q list the regional construction emissions with all feasible mitigation measures incorporated. The mitigation measures incorporated consist principally of the use of Tier 4 level diesel equipment to reduce ROG, NO_X, CO and PM exhaust emissions and measures to reduce ROG emissions from architectural coatings.

Table O: Short-Term Regional Phase 1 and 2 Construction Emissions – Mitigated

	Total Regional Pollutant Emissions, lbs/day							
Construction Phase	**ROG**	**NO_X**	**CO**	**SO_X**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
Demolition	3.7	7.4	68	0.13	3.4	0.37	0.29	0.37
Site Preparation	4.1	8.3	68	0.14	7.4	0.41	3.9	0.41
Grading	10	22	169	0.37	6.9	1.1	2.0	1.1
Building Construction	36	110	429	0.75	33	3.7	0.49	3.5
Architectural Coating	72	4.6	49	0.08	5.8	0.23	0.08	0.22
Paving	2.2	3.3	40	0.06	0.39	0.16	0.01	0.16
Offsite Infrastructure Construction	5.3	10	100	0.20	7.1	0.50	3.3	0.50
Peak Daily Emissions	126	150	787	1.5	59		11	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Significant Emissions?	**Yes**	**Yes**	**Yes**	**No**	**No**		**No**	

Source: LSA Associates, Inc., June 2013.
Note: The peak daily emissions assume that demolition and site preparation occur first, and then the rest of the phases could overlap to occur all on 1 day. The architectural coating ROG emissions rate shown includes the HVLP mitigation.
CO = carbon monoxide
HVLP = high-volume, low-pressure
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

Table P: Short-Term Regional Phase 3 and 4 Construction Emissions – Mitigated

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	ROG	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	3.6	7.3	67	0.13	3.4	0.37	0.29	0.37
Site Preparation	4.0	8.1	67	0.14	7.4	0.41	3.9	0.41
Grading	10	22	167	0.37	6.9	1.1	2.0	1.1
Building Construction	34	101	392	0.95	50	3.9	0.75	3.7
Architectural Coating	148	4.2	47	0.10	8.7	0.33	0.12	0.31
Paving	2.6	3.2	39	0.06	0.39	0.16	0.01	0.16
Offsite Infrastructure Construction	5.3	10	100	0.20	7.1	0.50	3.3	0.50
Peak Daily Emissions	200	140	745	1.7	79		12	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Significant Emissions?	**Yes**	**Yes**	**Yes**	**No**	**No**		**No**	

Source: LSA Associates, Inc., June 2013.
Note: The peak daily emissions assume that demolition and site preparation occur first, and then the rest of the phases could overlap to occur all on 1 day. The architectural coating ROG emissions rate shown includes the HVLP mitigation.
CO = carbon monoxide
HVLP = high-volume, low-pressure
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

Table Q: Short-Term Regional Phase 5 Construction Emissions – Mitigated

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	ROG	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	3.6	7.3	67	0.13	3.4	0.37	0.29	0.37
Site Preparation	4.0	8.1	67	0.14	7.4	0.41	3.9	0.41
Grading	10	22	167	0.37	6.9	1.1	2.0	1.1
Building Construction	43	134	458	1.3	82	5.4	1.2	5.1
Architectural Coating	224	5.1	57	0.14	14	0.51	0.19	0.48
Paving	2.6	3.2	39	0.06	0.39	0.16	0.01	0.16
Offsite Infrastructure Construction	5.3	10	100	0.20	7.1	0.50	3.3	0.50
Peak Daily Emissions	285	174	821	2.1	118		14	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Significant Emissions?	**Yes**	**Yes**	**Yes**	**No**	**No**		**No**	

Source: LSA Associates, Inc., June 2013.
Note: The peak daily emissions assume that demolition and site preparation occur first, and then the rest of the phases could overlap to occur all on 1 day. The architectural coating ROG emissions rate shown includes the HVLP mitigation.
CO = carbon monoxide
HVLP = high-volume, low-pressure
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

The EPA has implemented nonroad diesel emissions reductions[1] in phases called tiers. Tier 1 emission standards were adopted in 1990. Tier 2 emission standards were phased in from 2001 to 2005. Tier 3 was implemented between 2006 and 2008. Tier 4 begins in the 2013–2015 time period. Thus, for all phases, Tier 4 will be readily available. By the time Phase 5 is constructed, Tier 4 equipment will be all that is available and thus no longer a mitigation measure.

Emissions associated with architectural coatings could be reduced by using precoated/natural-colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency. For example, a high-volume, low-pressure (HVLP) spray method is a coating application system operated at air pressure between 0.1 and 10 pounds per square inch gauge (psig), with 65 percent transfer efficiency. The use of an HVLP spray method would increase the transfer efficiency from 25 percent with the standard spray technique to 65 percent.

5.1.11 Summary – Regional Construction Emissions with Mitigation

Tables O, P, and Q list total construction emissions, i.e., fugitive-dust emissions and construction-equipment exhausts that have incorporated all feasible mitigation measures, as detailed in Section 6.1, to reduce emissions from construction. Tables O, P, and Q show that use of feasible mitigation would not reduce the construction emissions level to below the SCAQMD thresholds and would remain significant and unavoidable.

5.2 LONG-TERM OPERATIONAL AIR QUALITY IMPACTS

5.2.1 Regional Operational Air Quality Impacts

Long-term project operations produce air emissions from the proposed mix of residential and commercial land uses. Based on the project traffic study and including certain benefits of the PDFs and Sustainability Features that can be quantified, long-term operational emissions associated with the proposed project, calculated with the CalEEMod model, are shown in Table R. Area sources include architectural coatings, consumer products, and landscaping maintenance performed on the project site. Energy sources include natural gas consumption for heating and electricity for the lighting in the buildings and at outdoor areas. Mobile sources (vehicles associated with the proposed residential and commercial land uses) combine traffic volumes from the traffic study with regional data on typical trip lengths to derive VMT. Table R shows that during operations, peak daily emissions would exceed the SCAQMD daily thresholds for ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$, but not for SO_X. Mitigation measures would be required. However, the majority of the emissions causing the exceedances are from privately owned vehicles operating as a result of the project. There are no feasible mitigation measures available to the project that would have any effect on emissions from private vehicles. Thus, there are no feasible mitigation measures to reduce these air quality impacts.

The proposed project is a mixed-use community. These proposed residential, commercial, and mixed land uses do not include any recognized sources of long-term objectionable odors. The proposed drainage system for the Specific Plan development includes up to five retention basis and earthen

[1] Designing diesel engines involves a trade-off between NO_X, PM, and CO emissions. As in-cylinder temperatures increase, PM and CO decrease but thermal NOx formation increases; as temperatures decrease, NO_X decreases but PM and CO increases due to incomplete combustion.

Table R: Long-Term Regional Operational Emissions

Source	Pollutant Emissions, lbs/day					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phases 1 and 2						
Area Sources	120	2.8	240	0.01	1.4	1.4
Energy Sources	2.1	18	8.1	0.12	1.5	1.5
Mobile Sources	480	2,000	4,200	9.3	1,000	82
Total Emissions	**600**	**2,000**	**4,400**	**9.4**	**1,000**	**85**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Phases 1 through 4						
Area Sources	230	4.9	430	0.02	2.4	2.4
Energy Sources	4.6	40	17	0.25	3.2	3.2
Mobile Sources	580	2,400	4,800	15	1,600	110
Total Emissions	**820**	**2,400**	**5,200**	**15**	**1,600**	**120**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Phases 1 through 5						
Area Sources	360	7.5	650	0.03	4.3	4.3
Energy Sources	6.4	55	24	0.35	4.5	4.5
Mobile Sources	1,100	4,800	9,100	31	3,200	210
Total Project Emissions	**1,470**	**4,900**	**9,800**	**31**	**3,200**	**220**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Source: LSA Associates, Inc., June 2013.
Note: Numbers in table may appear to not add up correctly due to rounding of all numbers to two significant digits.
CO = carbon monoxide
CO_2 = carbon dioxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROCs = reactive organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

drainage channels through the project site. These water features have the potential to cause odors from bacteria generated by still or slow-moving water and/or decaying plant materials. A maintenance plan for these water features is included in the project plans, which would minimize odors caused by standing or retained water. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project. No mitigation is required.

5.2.2 Long-Term Microscale (CO Hot Spot) Analysis

Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile source pollutant of local concern is CO, which is a direct function of vehicle idling time and, thus, traffic flow conditions. CO transport is extremely limited; it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, school children, the elderly, hospital patients). Typically, high CO concentrations are associated with

roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentration, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Palm Springs station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 3.0 ppm (State standard is 20 ppm) and a highest 8-hour concentration of 0.67 ppm (State standard is 9 ppm) during the past 3 years (see Table E).

The highest CO concentrations would occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Based on the project *Traffic Impact Analysis* (LSA, June 2013), CO hot spot analyses were conducted for:

- Existing Plus Phases 1 through 4without Avenue 50 interchange;
- Existing Plus Full Project (Phases 1–5) without Avenue 50 interchange conditions;
- Existing Plus Full Project (Phases 1–5) With Avenue 50 interchange;
- Opening Year for Phases 1 and 2 (2020) without and with Project;
- Opening Year for Phases 3 and 4 (2030) without and with Project; and
- Opening Year for Phase 5 (2035) without and with Project.

The impact on local CO levels was assessed with the ARB-approved CALINE4 air quality model, which allows microscale CO concentrations to be estimated along roadway corridors or near intersections. This model is designed to identify localized concentrations of CO, often termed "hot spots." A brief discussion of input to the CALINE4 model follows. The analysis was performed for the worst-case wind-angle and wind-speed condition and is based upon the following assumptions:

- Twenty receptor locations with the possibility of extended outdoor exposure near intersections were modeled to determine CO concentrations, as prescribed in the Caltrans Transportation Project-Level Carbon Monoxide Protocol, UCB-ITS-RR-97-21, Appendix B, Section B.4.4.
- The calculations assume a meteorological condition of almost no wind (0.5 meter/second), a suburban topographical condition between the source and receptor, and a mixing height of 1,000 meters, representing a worst-case scenario for CO concentrations.
- CO concentrations are calculated for the 1-hour averaging period and then compared to the 1-hour standards. CO 8-hour averages are extrapolated using techniques outlined in the SCAQMD *CEQA Air Quality Handbook* (April 1993) and compared to the 8-hour standards; a persistence factor of 0.7 was used to predict the 8-hour concentration in an attainment area.
- Concentrations are given in ppm at each of the receptor locations.
- The "at-grade" link option with speed adjusted based on average cruise speed and number of vehicles per lane per hour was used rather than the "intersection" link selection in the CALINE4 model (Department has suggested that the "intersection" link should not be used due to an

inappropriate algorithm based on outdated vehicle distribution). Emissions factors from the EMFAC2011 model for all vehicles were used for the vehicle fleet.

- The highest level of the second-highest 1-hour and 8-hour CO concentrations monitored at the Palm Springs station in the past 3 years were used as background concentration: 1.7 ppm for the 1-hour CO and 0.7 ppm for the 8-hour CO. The "background" concentrations are then added to the model results for future with and without the proposed project conditions.

The proposed project would contribute to increased CO concentrations at intersections in the project vicinity. While the traffic study analyzed 83 intersections surrounding the project site, the 12 of those with the highest project-related vehicle turning movements and the worst level of service deterioration from project traffic were selected for CO modeling. As shown in Tables X through AA, under all scenarios all 12 intersections analyzed would have 1-hour and 8-hour CO concentrations below the federal and State standards both without and with the project. As a result, the proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.

Tables S, T, U, V, W, and X follow and include CO concentrations results for all project locations.

5.2.3 Screening Health Risk Assessment of Interstate 10 Emissions

The following health risk assessment (HRA) evaluates the health risks of air toxics from diesel trucks traveling on I-10 near the project site to future resident of the proposed project. There is no need to assess a health risk impact from the project because there is not expected to be sufficient quantity of toxic pollutant emissions from the Specific Plan land uses to require examining the potential risk level to existing and future sensitive receptors.

Determining how hazardous a substance is depends on many factors, including the amount of the substance in the air, how it enters the body, how long the exposure lasts, and what organs in the body are affected. One major way these substances enter the body is through inhalation of gas or particulate substances. While many gases are harmful, very small particles penetrate deeply into the lungs, contributing to a range of health problems. Exhaust from diesel engines is a major source of these airborne particles. California's Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to DPM poses the highest cancer risk of any toxic air contaminant it has evaluated. Accordingly, the analysis of DPM impacts provided a worst-case analysis of chronic and cancer-related health impacts from diesel engines exhaust. Improvements to diesel fuel and diesel engines have already reduced emissions of some of the contaminants. When fully implemented, these improvements will result in an 85 percent reduction in DPM emissions from diesel-powered trucks and other equipment by 2020 (compared to 2000 levels).

There are currently no federal project-level requirements for air toxics analysis, and CEQA only requires consideration of the risks from toxics, with SCAQMD providing the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (March 2003) for guidance. SCAQMD has established a maximum individual cancer risk significance threshold of 10 in 1 million (1.0×10^{-5}) and a noncarcinogenic hazard index of 1.0.

Table S: CO Concentrations Without and With Project Traffic for Existing Plus Phases 1 through 4 without Avenue 50 Interchange

Intersection	Distance from Road Centerline to Maximum CO Concentration Without/With Project (m)	Without/With Project 1-Hour CO Concentration (ppm)	Project Related 1-Hour CO Concentration Increase (ppm)	Without/With Project 8-Hour CO Concentration (ppm)	Project Related 8-Hour CO Concentration Increase (ppm)	Exceeds State Standards	
						1-Hour (20 ppm)	8-Hour (9 ppm)
Polk Street and 50th Avenue	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	8 / 8	1.7 / 2.7	1.0	0.7 / 1.4	0.7	No	No
Fillmore Street and 50th Avenue	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	8 / 8	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
Fillmore Street and 52nd Avenue	8 / 8	1.7 / 2.6	0.9	0.7 / 1.3	0.6	No	No
	8 / 8	1.7 / 2.6	0.9	0.7 / 1.3	0.6	No	No
	8 / 8	1.7 / 2.6	0.9	0.7 / 1.3	0.6	No	No
	8 / 8	1.7 / 2.6	0.9	0.7 / 1.3	0.6	No	No
Fillmore Street and 53rd Avenue	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
Fillmore Street and Airport Boulevard	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Avenue 50 and I-10 Eastbound Ramps	14 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	14 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and 52nd Avenue–Street A	8 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and Street C	7 / 7	1.7 / 3.1	1.4	0.7 / 1.7	1.0	No	No
	12 / 7	1.7 / 2.9	1.2	0.7 / 1.5	0.8	No	No
	7 / 10	1.7 / 2.9	1.2	0.7 / 1.5	0.8	No	No
	10 / 7	1.7 / 2.7	1.0	0.7 / 1.4	0.7	No	No
Pierce Street and 52nd Avenue	7 / 8	1.7 / 2.6	0.9	0.7 / 1.3	0.6	No	No
	7 / 7	1.7 / 2.5	0.8	0.7 / 1.3	0.6	No	No
	7 / 7	1.7 / 2.5	0.8	0.7 / 1.3	0.6	No	No
	7 / 8	1.7 / 2.5	0.8	0.7 / 1.3	0.6	No	No
Pierce Street and 53rd Avenue	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Pierce Street and 54th Avenue	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Pierce Street and Airport Boulevard	8 / 8	1.7 / 1.8	0.1	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No

Source: LSA Associates, Inc., May 2013.
Note: Includes ambient 1-hour concentration of 1.7 ppm and ambient 8-hour concentration of 0.7 ppm. Measured at the Fs-590 Racquet Club Avenue, Palm Springs, California, Air Quality Station in Riverside County.
CO = carbon monoxide
Hr = hour
m = meters
ppm = parts per million

Table T: CO Concentrations Without and With Project Traffic for Existing Plus Full Project (Phases 1–5) without Avenue 50 Interchange Conditions

Intersection	Distance from Road Centerline to Maximum CO Concentration Without/With Project (m)	Without/With Project 1-Hour CO Concentration (ppm)	Project Related 1-Hour CO Concentration Increase (ppm)	Without/With Project 8-Hour CO Concentration (ppm)	Project Related 8-Hour CO Concentration Increase (ppm)	Exceeds State Standards	
						1-Hour (20 ppm)	8-Hour (9 ppm)
Polk Street and 50th Avenue	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
	8 / 8	1.7 / 4.0	2.3	0.7 / 2.3	1.6	No	No
	8 / 8	1.7 / 3.9	2.2	0.7 / 2.2	1.5	No	No
	8 / 8	1.7 / 3.9	2.2	0.7 / 2.2	1.5	No	No
Fillmore Street and 50th Avenue	8 / 8	1.7 / 4.2	2.5	0.7 / 2.5	1.8	No	No
	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
Fillmore Street and 52nd Avenue	8 / 8	1.7 / 3.1	1.4	0.7 / 1.7	1.0	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
Fillmore Street and 53rd Avenue	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
Fillmore Street and Airport Boulevard	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Avenue 50 and I-10 Eastbound Ramps	14 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	14 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and 52nd Avenue–Street A	8 / 8	1.7 / 3.5	1.8	0.7 / 2.0	1.3	No	No
	8 / 8	1.7 / 3.4	1.7	0.7 / 1.9	1.2	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
Avenue 50 and Street C	7 / 7	1.7 / 3.8	2.1	0.7 / 2.2	1.5	No	No
	12 / 10	1.7 / 3.8	2.1	0.7 / 2.2	1.5	No	No
	7 / 10	1.7 / 3.8	2.1	0.7 / 2.2	1.5	No	No
	10 / 12	1.7 / 3.4	1.7	0.7 / 1.9	1.2	No	No
Pierce Street and 52nd Avenue	7 / 8	1.7 / 2.9	1.2	0.7 / 1.5	0.8	No	No
	7 / 8	1.7 / 2.9	1.2	0.7 / 1.5	0.8	No	No
	7 / 7	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	7 / 7	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
Pierce Street and 53rd Avenue	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Pierce Street and 54th Avenue	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Pierce Street and Airport Boulevard	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No

Source: LSA Associates, Inc., May 2013.
Note: Includes ambient 1-hour concentration of 1.7 ppm and ambient 8-hour concentration of 0.7 ppm. Measured at the Fs-590 Racquet Club Avenue, Palm Springs, California, Air Quality Station in Riverside County.
CO = carbon monoxide
Hr = hour
m = meters
ppm = parts per million

Table U: CO Concentrations Without and With Project Traffic for Existing Plus Full Project (Phases 1–5) With Avenue 50 Interchange

Intersection	Distance from Road Centerline to Maximum CO Concentration Without/With Project (m)	Without/With Project 1-Hour CO Concentration (ppm)	Project Related 1-Hour CO Concentration Increase (ppm)	Without/With Project 8-Hour CO Concentration (ppm)	Project Related 8-Hour CO Concentration Increase (ppm)	Exceeds State Standards	
						1-Hour (20 ppm)	8-Hour (9 ppm)
Polk Street and 50th Avenue	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
	8 / 8	1.7 / 4.0	2.3	0.7 / 2.3	1.6	No	No
	8 / 8	1.7 / 3.9	2.2	0.7 / 2.2	1.5	No	No
	8 / 8	1.7 / 3.9	2.2	0.7 / 2.2	1.5	No	No
Fillmore Street and 50th Avenue	8 / 8	1.7 / 4.2	2.5	0.7 / 2.5	1.8	No	No
	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
	8 / 8	1.7 / 4.1	2.4	0.7 / 2.4	1.7	No	No
Fillmore Street and 52nd Avenue	8 / 8	1.7 / 3.1	1.4	0.7 / 1.7	1.0	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
Fillmore Street and 53rd Avenue	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
	8 / 8	1.7 / 1.9	0.2	0.7 / 0.8	0.1	No	No
Fillmore Street and Airport Boulevard	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Avenue 50 and I-10 Eastbound Ramps	14 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	14 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and 52nd Avenue–Street A	8 / 8	1.7 / 3.5	1.8	0.7 / 2.0	1.3	No	No
	8 / 8	1.7 / 3.4	1.7	0.7 / 1.9	1.2	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
	8 / 8	1.7 / 3.0	1.3	0.7 / 1.6	0.9	No	No
Avenue 50 and Street C	7 / 7	1.7 / 3.8	2.1	0.7 / 2.2	1.5	No	No
	12 / 10	1.7 / 3.8	2.1	0.7 / 2.2	1.5	No	No
	7 / 10	1.7 / 3.8	2.1	0.7 / 2.2	1.5	No	No
	10 / 12	1.7 / 3.4	1.7	0.7 / 1.9	1.2	No	No
Pierce Street and 52nd Avenue	7 / 8	1.7 / 2.9	1.2	0.7 / 1.5	0.8	No	No
	7 / 8	1.7 / 2.9	1.2	0.7 / 1.5	0.8	No	No
	7 / 7	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
	7 / 7	1.7 / 2.8	1.1	0.7 / 1.5	0.8	No	No
Pierce Street and 53rd Avenue	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Pierce Street and 54th Avenue	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Pierce Street and Airport Boulevard	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No

Source: LSA Associates, Inc., May 2013.
Note: Includes ambient 1-hour concentration of 1.7 ppm and ambient 8-hour concentration of 0.7 ppm. Measured at the Fs-590 Racquet Club Avenue, Palm Springs, California, Air Quality Station in Riverside County.
CO = carbon monoxide
Hr = hour
m = meters
ppm = parts per million

Table V: CO Concentrations Without and With Project Traffic for Opening Year for Phases 1 and 2 (2020) without and with Project

Intersection	Distance from Road Centerline to Maximum CO Concentration Without/With Project (m)	Without/With Project 1-Hour CO Concentration (ppm)	Project Related 1-Hour CO Concentration Increase (ppm)	Without/With Project 8-Hour CO Concentration (ppm)	Project Related 8-Hour CO Concentration Increase (ppm)	Exceeds State Standards	
						1-Hour (20 ppm)	8-Hour (9 ppm)
Polk Street and 50th Avenue	8 / 8	2.1 / 2.5	0.4	1.0 / 1.3	0.3	No	No
	8 / 8	2.1 / 2.5	0.4	1.0 / 1.3	0.3	No	No
	8 / 8	2.1 / 2.5	0.4	1.0 / 1.3	0.3	No	No
	8 / 8	2.1 / 2.4	0.3	1.0 / 1.2	0.2	No	No
Fillmore Street and 50th Avenue	7 / 7	2.2 / 2.6	0.4	1.1 / 1.3	0.2	No	No
	8 / 8	2.2 / 2.5	0.3	1.1 / 1.3	0.2	No	No
	7 / 7	2.1 / 2.5	0.4	1.0 / 1.3	0.3	No	No
	8 / 8	2.1 / 2.5	0.4	1.0 / 1.3	0.3	No	No
Fillmore Street and 52nd Avenue	8 / 8	1.9 / 2.1	0.2	0.8 / 1.0	0.2	No	No
	8 / 8	1.9 / 2.1	0.2	0.8 / 1.0	0.2	No	No
	8 / 8	1.9 / 2.1	0.2	0.8 / 1.0	0.2	No	No
	8 / 8	1.9 / 2.1	0.2	0.8 / 1.0	0.2	No	No
Fillmore Street and 53rd Avenue	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Fillmore Street and Airport Boulevard	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
Avenue 50 and I-10 Eastbound Ramps	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and 52nd Avenue– Street A	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	8 / 8	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and Street C	7 / 7	1.7 / 2.3	0.6	0.7 / 1.1	0.4	No	No
	8 / 7	1.7 / 2.2	0.5	0.7 / 1.1	0.4	No	No
	7 / 8	1.7 / 2.2	0.5	0.7 / 1.1	0.4	No	No
	8 / 10	1.7 / 2.2	0.5	0.7 / 1.1	0.4	No	No
Pierce Street and 52nd Avenue	7 / 7	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	7 / 7	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	7 / 7	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	7 / 7	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
Pierce Street and 53rd Avenue	7 / 7	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	7 / 7	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 7	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 7	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Pierce Street and 54th Avenue	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Pierce Street and Airport Boulevard	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No

Source: LSA Associates, Inc., May 2013.
Note: Includes ambient 1-hour concentration of 1.7 ppm and ambient 8-hour concentration of 0.7 ppm. Measured at the Fs-590 Racquet Club Avenue, Palm Springs, California, Air Quality Station in Riverside County.
CO = carbon monoxide
Hr = hour
m = meters
ppm = parts per million

Table W: CO Concentrations Without and With Project Traffic for Opening Year for Phases 2 and 4 (2030) without and with Project

Intersection	Distance from Road Centerline to Maximum CO Concentration Without/With Project (m)	Without/With Project 1-Hour CO Concentration (ppm)	Project Related 1-Hour CO Concentration Increase (ppm)	Without/With Project 8-Hour CO Concentration (ppm)	Project Related 8-Hour CO Concentration Increase (ppm)	Exceeds State Standards	
						1-Hour (20 ppm)	8-Hour (9 ppm)
Polk Street and 50th Avenue	8 / 8	2.5 / 2.7	0.2	1.3 / 1.4	0.1	No	No
	8 / 8	2.5 / 2.6	0.1	1.3 / 1.3	0.0	No	No
	8 / 8	2.4 / 2.6	0.2	1.2 / 1.3	0.1	No	No
	8 / 8	2.4 / 2.6	0.2	1.2 / 1.3	0.1	No	No
Fillmore Street and 50th Avenue	7 / 7	2.5 / 2.8	0.3	1.3 / 1.5	0.2	No	No
	8 / 8	2.5 / 2.7	0.2	1.3 / 1.4	0.1	No	No
	7 / 7	2.3 / 2.6	0.3	1.1 / 1.3	0.2	No	No
	8 / 8	2.3 / 2.6	0.3	1.1 / 1.3	0.2	No	No
Fillmore Street and 52nd Avenue	8 / 8	2.0 / 2.3	0.3	0.9 / 1.1	0.2	No	No
	8 / 8	2.0 / 2.3	0.3	0.9 / 1.1	0.2	No	No
	8 / 8	2.0 / 2.3	0.3	0.9 / 1.1	0.2	No	No
	8 / 8	2.0 / 2.3	0.3	0.9 / 1.1	0.2	No	No
Fillmore Street and 53rd Avenue	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
	8 / 8	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
	8 / 8	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
Fillmore Street and Airport Boulevard	8 / 8	2.1 / 2.2	0.1	1.0 / 1.1	0.1	No	No
	8 / 8	2.1 / 2.1	0.0	1.0 / 1.0	0.0	No	No
	8 / 8	2.1 / 2.1	0.0	1.0 / 1.0	0.0	No	No
	8 / 8	2.1 / 2.1	0.0	1.0 / 1.0	0.0	No	No
Avenue 50 and I-10 Eastbound Ramps	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
	7 / 7	1.7 / 1.7	0.0	0.7 / 0.7	0.0	No	No
Avenue 50 and 52nd Avenue–Street A	8 / 8	1.8 / 1.8	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.8 / 1.8	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.8 / 1.8	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.8 / 1.8	0.0	0.8 / 0.8	0.0	No	No
Avenue 50 and Street C	7 / 7	1.7 / 2.3	0.6	0.7 / 1.1	0.4	No	No
	8 / 8	1.7 / 2.2	0.5	0.7 / 1.1	0.4	No	No
	7 / 7	1.7 / 2.1	0.4	0.7 / 1.0	0.3	No	No
	8 / 7	1.7 / 2.1	0.4	0.7 / 1.0	0.3	No	No
Pierce Street and 52nd Avenue	7 / 7	2.1 / 2.3	0.2	1.0 / 1.1	0.1	No	No
	7 / 7	2.1 / 2.3	0.2	1.0 / 1.1	0.1	No	No
	7 / 7	2.1 / 2.3	0.2	1.0 / 1.1	0.1	No	No
	7 / 7	2.1 / 2.3	0.2	1.0 / 1.1	0.1	No	No
Pierce Street and 53rd Avenue	7 / 7	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	7 / 7	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 7	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 7	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
Pierce Street and 54th Avenue	8 / 8	2.1 / 2.1	0.0	1.0 / 1.0	0.0	No	No
	8 / 8	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
Pierce Street and Airport Boulevard	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No

Source: LSA Associates, Inc., May 2013.
Note: Includes ambient 1-hour concentration of 1.7 ppm and ambient 8-hour concentration of 0.7 ppm. Measured at the Fs-590 Racquet Club Avenue, Palm Springs, California, Air Quality Station in Riverside County.
CO = carbon monoxide
Hr = hour
m = meters
ppm = parts per million

Table X: CO Concentrations Without and With Project Traffic for Opening Year for Phase 5 (2035) without and with Project

Intersection	Distance from Road Centerline to Maximum CO Concentration Without/With Project (m)	Without/With Project 1-Hour CO Concentration (ppm)	Project Related 1-Hour CO Concentration Increase (ppm)	Without/With Project 8-Hour CO Concentration (ppm)	Project Related 8-Hour CO Concentration Increase (ppm)	Exceeds State Standards	
						1-Hour (20 ppm)	8-Hour (9 ppm)
Polk Street and 50th Avenue	17 / 17	2.2 / 2.4	0.2	1.1 / 1.2	0.1	No	No
	22 / 22	2.2 / 2.3	0.1	1.1 / 1.1	0.0	No	No
	22 / 15	2.2 / 2.3	0.1	1.1 / 1.1	0.0	No	No
	15 / 22	2.2 / 2.2	0.0	1.1 / 1.1	0.0	No	No
Fillmore Street and 50th Avenue	15 / 17	2.4 / 2.5	0.1	1.2 / 1.3	0.1	No	No
	15 / 15	2.4 / 2.5	0.1	1.2 / 1.3	0.1	No	No
	17 / 15	2.3 / 2.5	0.2	1.1 / 1.3	0.2	No	No
	15 / 17	2.3 / 2.4	0.1	1.1 / 1.2	0.1	No	No
Fillmore Street and 52nd Avenue	17 / 17	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	15 / 8	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	15 / 8	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	17 / 8	1.9 / 2.1	0.2	0.8 / 1.0	0.2	No	No
Fillmore Street and 53rd Avenue	8 / 14	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	8 / 8	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
Fillmore Street and Airport Boulevard	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	15 / 15	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	15 / 15	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
Avenue 50 and I-10 Eastbound Ramps	14 / 14	2.2 / 2.6	0.4	1.1 / 1.3	0.2	No	No
	7 / 14	2.2 / 2.5	0.3	1.1 / 1.3	0.2	No	No
	14 / 7	2.2 / 2.5	0.3	1.1 / 1.3	0.2	No	No
	13 / 13	2.2 / 2.5	0.3	1.1 / 1.3	0.2	No	No
Avenue 50 and 52nd Avenue–Street A	8 / 8	2.1 / 2.6	0.5	1.0 / 1.3	0.3	No	No
	8 / 8	2.1 / 2.5	0.4	1.0 / 1.3	0.3	No	No
	8 / 8	2.0 / 2.5	0.5	0.9 / 1.3	0.4	No	No
	8 / 8	2.0 / 2.4	0.4	0.9 / 1.2	0.3	No	No
Avenue 50 and Street C	7 / 8	2.0 / 2.3	0.3	0.9 / 1.1	0.2	No	No
	8 / 7	2.0 / 2.2	0.2	0.9 / 1.1	0.2	No	No
	17 / 17	2.0 / 2.2	0.2	0.9 / 1.1	0.2	No	No
	15 / 15	2.0 / 2.2	0.2	0.9 / 1.1	0.2	No	No
Pierce Street and 52nd Avenue	7 / 7	2.1 / 2.2	0.1	1.0 / 1.1	0.1	No	No
	7 / 12	2.1 / 2.2	0.1	1.0 / 1.1	0.1	No	No
	12 / 12	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
	7 / 7	2.0 / 2.1	0.1	0.9 / 1.0	0.1	No	No
Pierce Street and 53rd Avenue	8 / 7	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
	7 / 14	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
	7 / 14	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
Pierce Street and 54th Avenue	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 8	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	17 / 17	2.0 / 2.0	0.0	0.9 / 0.9	0.0	No	No
	8 / 15	1.9 / 2.0	0.1	0.8 / 0.9	0.1	No	No
Pierce Street and Airport Boulevard	12 / 12	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	12 / 12	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	12 / 12	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No
	12 / 12	1.9 / 1.9	0.0	0.8 / 0.8	0.0	No	No

Source: LSA Associates, Inc., May 2013.
Note: Includes ambient 1-hour concentration of 1.7 ppm and ambient 8-hour concentration of 0.7 ppm. Measured at the Fs-590 Racquet Club Avenue, Palm Springs, California, Air Quality Station in Riverside County.
CO = carbon monoxide
Hr = hour
m = meters
ppm = parts per million

According to the ARB,[1] when conducting an HRA, the surrogate for whole diesel exhaust is DPM, which is used as the basis for the potential risk calculations. Emissions factors developed for diesel engines are published for PM_{10} rather than DPM. While not all diesel exhaust PM_{10} is DPM, for this HRA the two sere considered identical. This would slightly overstate the health risk, thus making this HRA slightly more protective of the health of the future residents of the proposed project. When conducting an HRA, the potential cancer risk from inhalation exposure to DPM would outweigh the potential noncancer health impacts. Therefore, inhalation cancer risk is required for every HRA. When comparing whole diesel exhaust to speciated diesel exhaust (e.g., polycyclic aromatic hydrocarbons [PAHs], metals), potential cancer risk from inhalation exposure to whole diesel exhaust would outweigh the multipathway cancer risk from the speciated components. For this reason, there would be few situations where an analysis of multipathway risk is necessary.[2] To estimate the potential cancer risk associated with diesel engine exhaust, a dispersion model is used to translate an emission rate from a source location to a concentration at a receptor location of interest. Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This calculation was performed using the EPA-approved SCREEN3 computer model. This model provides conservative estimates of concentrations considering site and source geometry, source strength, distance to receptor, and building wake effects on plume distribution. The SCREEN3 model was developed to provide an easy-to-use method of obtaining pollutant concentration estimates where upper-bound estimates are required or where meteorological data is unavailable. It is a useful tool in proving that an impact is not significant (i.e., if a screening-level analysis demonstrates an impact is not significant, its conservative nature provides confidence in this conclusion). Screening-level modeling is less useful in concluding that an impact is significant. When a screening-level analysis indicates a potentially significant impact, this conclusion normally points to the need for a more sophisticated (and less conservative) method of analysis using a model such as the American Meteorological Society (AMS)/United States Environmental Protection Agency (EPA) Regulatory Model (AERMOD).

This screening-level analysis was conducted as recommended in the OEHHA Guidelines and by the ARB (HARP Model Documentation, Appendix K, *Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Engines,* ARB, February 2005). It consists of the following steps:

1. Determining the PM_{10} emission factor
2. Determining the PM_{10} emission rate
3. Determining the PM_{10} concentration at location(s) of interest
4. Translating the PM_{10} concentration(s) to health risk values
5. Comparing the health risk values to thresholds and determining significance

The PM_{10} emission factor was determined by using the ARB model, EMFAC2011, to generate PM_{10} emission factors for diesel trucks traveling on the I-10. The PM_{10} emission rate was determined by

---

1 HARP Model Documentation, Appendix K, *Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Engines*, ARB, http://www.arb.ca.gov/toxics/harp/docs/userguide/appendixK.pdf, accessed June 2013.

2 OEHHA, *Air Toxics Hot Spots Program Risk Assessment Guidelines*, August 2003, Appendix D, *Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Vehicles*, Section B.

using California Transportation Department (Caltrans) total average daily traffic (ADT) volumes for the I-10, shown in Table Y, and an average speed of 50 mph. While truck speeds vary considerably, 50 mph was chosen as a representative average and because the PM_{10} emissions rate is highest at this speed. Additionally, it was assumed that 75 percent of medium trucks and 90 percent of heavy trucks are diesel-powered.[1] This analysis assumed that these traffic volumes and emission rates are constant for 70 years[2].

Table Y: Caltrans I-10 Traffic Data

Location	Total Vehicles (ADT)	Total Trucks (ADT)	2-Axle Trucks	3-Axle Trucks	4-Axle Trucks	5+-Axle Trucks
I-10 at Dillon Road	22,000	8,716	1,140	169	96	7,311

Source: Caltrans website: http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/, accessed May 29, 2013.
ADT = average daily traffic
Caltrans = California Department of Transportation
I-10 = Interstate 10

Since this screening analysis is looking at a simple linear health effect perpendicular to the roadway, all diesel truck exhaust was modeled as if it came from a single area, representing the approximate cross-section of the I-10 roadway along the project site, 250 meters (m) by 20 m (820 ft by 65 ft). The SCREEN3 input parameters are shown in Table Z (the 250 m section of road is modeled as four 50x20 m area sources). Stack height (the height of the end of exhaust stacks on trucks) was based on observations of many trucks and approximating typical dimensions.

The PM_{10} concentrations are translated to the health risk values using the OEHHA methodology as described in Table Z.

Table Z: SCREEN3 Input Parameters

Simple Terrain Inputs	
Source Type	Point
Emission Rate (G/S-M**2)	1.0
Stack Height (M)	2.0
Length of Larger Side (M)	50
Length of Smaller Side (M/S)	20
Receptor Height (M)	0
Urban/Rural Option	Urban

Source: LSA Associates, Inc., 2007.

[1] ARB data built into the URBEMIS 2007 and CalEEMod models.

[2] This is primarily due to limitations of the air dispersion and health risk models – they are only capable of handling a single emission rate over the period of analysis. In this case, the period of analysis is the 70-year lifetime exposure.

Inhalation cancer risk =

(Cair * DBR * A * EF * ED * $1x10^{-6}$) / AT * Inhalation Cancer Potency Factor

Where:

Cair	Concentration of PM_{10} in air		
DBR (Adult)	303	Daily breathing rate	(L/kg-day)
DBR (Child)	452	Daily breathing rate	(L/kg-day)
A	1	Inhalation absorption factor	
EF	350	Exposure frequency	(days/yr)
ED (Adult)	70	Exposure duration	(years)
ED (Child)	9	Exposure duration	(years)
AT	25,550	Average time period of exposure	(days)
Diesel PM_{10}	1.1	Inhalation cancer potency factor	$(mg/kg\text{-}d)^{-1}$

Source: OEHHA Guidelines, August 2003.

and:

Inhalation chronic risk = Cair / Inhalation Chronic REL

Where: Inhalation Chronic REL = 5.0

Model Results. The inhalation cancer risk for adults and children and inhalation chronic risk (the same for people of all ages) were calculated using the peak Caltrans ADT volumes for I-10 at various distances, starting at 50 m from the center of I-10. The results of the modeling are shown in Table AA. As shown, the cancer risk threshold of 10 in 1 million and the chronic risk threshold of 1 would not be exceeded at the location of any residence on the project site. Therefore, there would not be any significant health risks to persons living on the project site near I-10, and no mitigation measures would be required.

Table AA: Results of Health Risk Assessment Modeling

Distance from Roadway Centerline (m)	Scaled PM_{10} Concentrations		Inhalation Cancer Risk for Adults (# in 1 Million)	Inhalation Cancer Risk for Children (# in 1 Million)	Inhalation Chronic Risk Factor[1]
	1-hour ($\mu g/m^3$)	Annual ($\mu g/m^3$)			
50	8.67E-06	1.58E-04	1.58E-04	3.04E-05	1.39E-07
60	7.28E-06	1.33E-04	1.33E-04	2.55E-05	1.16E-07
70	6.49E-06	1.18E-04	1.18E-04	2.27E-05	1.04E-07
80	6.17E-06	1.13E-04	1.13E-04	2.16E-05	9.87E-08
90	5.54E-06	1.01E-04	1.01E-04	1.94E-05	8.86E-08

Source: LSA Associates, Inc., June 2013.

[1] Chronic Risk Factor = Estimate Exposure Level/Reference (a risk factor of 1 or less indicates no adverse health effects are expected)

m = meters

$\mu g/m^3$ = micrograms per cubic meter

PM_{10} = particulate matter less than 10 microns in diameter

5.3 LONG-TERM OPERATIONAL CLIMATE IMPACTS

5.3.1 Greenhouse Gas Emissions

This section evaluates potential significant impacts to GCC that could result from implementation of the proposed project. Because it is not possible to tie specific GHG emissions to actual changes in climate, this evaluation focuses on quantifying the project's emission of GHGs. GHG emissions estimates are provided herein for informational purposes only, as there is no established quantified GHG emissions threshold. Bearing in mind that CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure," the analysis below is based on methodologies and information available to the City of Coachella and the applicant at the time this analysis was prepared. Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is worse than that which is likely to be encountered (after energy-efficient technologies have been implemented). While information is presented below to assist the public and the decision-makers in understanding the project's potential contribution to GCC impacts, the information available to the city is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts, nor between any particular proposed mitigation measure and any reduction in climate change impacts.

Construction and operation of project development would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project's operation (as opposed to its construction). Typically, more than 80 percent of the total energy consumption takes place during the use of buildings, and less than 20 percent is consumed during construction.[1]

The proposed project will employ the following Sustainability Features that factor into the analysis of GHG emissions levels presented in the following sections.

- **Land Use:** Design of the project site would concentrate development in lower areas of the project site in an effort to minimize grading and reduce energy to supply infrastructure services in these regions while allowing areas of higher elevations to remain as open space areas. In addition, the proposed project would encourage nonvehicular transportation by providing a variety of pedestrian, bicycle, and neighborhood electric vehicle (NEV) pathways throughout the site. The proposed project would also work with site constraints by prohibiting development within floodplains and allowing these areas to serve as buffers and passive recreational areas. Areas suitable for development would be maximized by allowing for multigenerational, and/or secondary housing units, and mixed-use development.
- **Walkability/Mobility:** The proposed project would encourage walkability/mobility by providing wide pedestrian pathways and sidewalks, designing development to provide an attractive pedestrian environment (i.e., storefronts set back from street, facades with large windows fronting the street, and street furniture, orienting parking to the side or back of buildings), and allowing public uses to be within walking distance of residential neighborhoods. In addition, the proposed project would reduce transportation-related greenhouse gas emissions by integrating the proposed

[1] United Nations Environment Programme (UNEP), 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*, Paris, France.

project with existing public transportation infrastructure, including bicycle paths and storage facilities to encourage nonvehicular modes of travel.

- **Solar Orientation:** The proposed project would maximize the site layout to allow for the most advantageous solar orientation for all development. In addition, the proposed project would promote building orientation that would maximize exposure to daylight, shade south-facing windows to reduce heat gain into buildings, minimize east- and west-facing windows unless shaded, and place landscaping to provide shading and wind protection.
- **Energy Efficiency:** The proposed project would also encourage energy efficiency by designing development in accordance with United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED), GreenPoint Standards, and installing light-emitting diode (LED) lighting, energy-efficient appliances, solar/photovoltaic systems on 25 percent of the residences/businesses within the site, and energy-efficient lighting.
- **Materials Efficiency:** The proposed project would encourage sustainability by utilizing renewable, recycled, locally sourced, sustainable materials, as well as materials with little to no VOCs. In addition, the proposed project would incorporate separation of solid wastes to achieve a goal of 75 percent diversion of construction solid wastes to landfills.
- **Water Efficiency:** The proposed project would encourage water efficiency and reduce potable water demand by utilizing reclaimed water for irrigation purposes, when available, installing high-efficiency plumbing and appliances that meet or exceed the California Green Building Standards Code (CALGreen Code) and reduce the amount of irrigated turf. In addition, the proposed project would implement a storm water collection and conveyance system to treat runoff, provide protection within floodplains, and improve water quality. Furthermore, the proposed project would reduce water quality impacts by supporting the development of reclaimed water supplies in the City.
- **Landscape Design/Low Impact Development:** The proposed project would increase access to fresh produce through the promotion of community-based food production by enforcing covenants, conditions, and restrictions within planned communities that do not prohibit local food production, encourage neighborhood gardens, encourage community-supported agricultural uses, and/or promote a Farmer's Market within the project site. In addition, the proposed project would utilize native plants, utilize landscaping to shade areas to reduce greenhouse gas emissions, landscape streets to encourage walking and biking while reducing the potential for an urban heat island effect, and incorporate drought-tolerant landscaping to minimize the impact on the environment associated with development of the proposed project.

At present, there is a federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed that the project would not generate emissions of CFCs. PFCs and sulfur hexafluoride are typically used in industrial applications, none of which would be used on the project site. Therefore, it is not anticipated that the project would contribute significant emissions of these additional GHGs.

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which

typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment.

- **Gas, Electric and Water Use:** Natural gas use results in the emissions of two GHGs: CH_4 from equipment/piping leakage (the major component of natural gas) and CO_2 from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Preliminary estimates indicate that the total energy used to pump and treat this water exceeds 6.5 percent of the total electricity used in the State per year.[1]
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH_4 from the anaerobic decomposition of organic materials. However, landfill CH_4 can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

Preliminary guidance from OPR and recent letters from the Attorney General critical of CEQA documents that have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. The calculation presented below includes construction emissions in terms of annual CO_2e emissions from increased energy consumption, water usage, solid waste disposal, and estimated GHG emissions from vehicular traffic that would result from implementation of the project.

Using the same modeling results as reported above for construction emissions, total construction GHG emissions are estimated to be:

- 48,000 MT CO_2e for Phases 1 and 2
- 55,700 MT CO_2e for Phases 3 and 4
- 69,500 MT CO_2e for Phase 5

The GHG emission estimates presented in Table AB show the emissions associated with the level of development envisioned by the proposed project at the completion of Phases 1 and 2, Phases 3 and 4 and the completed project. Appendix A includes the worksheets for the GHG emissions. As shown in Table AB, the project will produce 94,000 MT per year of CO_2e at the completion of Phases 1 and 2, which is 0.094 $MMTCO_2e$/yr. The project will produce 190,000 MT per year of CO_2e at the completion of Phases 3 and 4, which is 0.19 $MMTCO_2e$/yr. The total project will produce 340,000 MT per year of CO_2e at the completion, which is 0.34 $MMTCO_2e$/yr. As a comparison, the existing emissions from the entire SCAG region are estimated to be approximately 176.79 $MMTCO_2e$/yr and approximately 496.95 $MMTCO_2e$/yr for the entire State. Table AB lists project-related GHG

[1] CEC, 2004. *Water Energy Use in California* (online information sheet) Sacramento, CA, August 24. Website: energy.ca.gov/pier/iaw/industry/water.html. Accessed July 24, 2007.

Table AB: Construction and Long-Term Operational Greenhouse Gas Emissions

Source	Pollutant Emissions, MT/year					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Phases 1 and 2						
Phase 1 and 2 Construction Emissions Amortized over 30 Years	0	1,600	1,600	0.1	0	1,600
Phase 1 and 2 Operational Emissions						
Area Sources	0	190	190	0.07	0	190
Energy Sources	0	17,000	17,000	0.38	0.18	17,000
Mobile Sources	0	150,000	150,000	4.3	0	150,000
Waste Sources	490	0	490	29	0	1,100
Water Usage	0	2,700	2,700	6.5	0.18	2,900
Total Phase 1 and 2 Emissions	490	170,000	170,000	40	0.36	94,000
Phases 1–4						
Phase 3 and 4 Construction Emissions Amortized over 30 Years	0	1,900	1,900	0.071	0	1,900
Phase 1–4 Operational Emissions						
Area Sources	0	250	250	0.12	0.20	250
Energy Sources	0	31,000	31,000	0.68	0.35	31,000
Mobile Sources	0	240,000	240,000	5.5	0	240,000
Waste Sources	1,300	0	1,300	75	0	2,800
Water Usage	0	4,600	4,600	11	0.32	5,000
Total Phase 1–4 Emissions	1,300	280,000	280,000	92	0.65	280,000
Total Project (All Phases)						
Phase 5 Construction Emissions Amortized over 30 Years	0	2,300	2,300	0.073	0	2,300
Total Project Operational Emissions						
Area Sources	0	1,500	1,500	0.21	0	1,500
Energy Sources	0	51,000	51,000	1.1	0.55	51,000
Mobile Sources	0	490,000	490,000	11	0	490,000
Waste Sources	1,800	0	1,800	110	0	4,100
Water Usage	0	8,700	8,700	18	0.52	9,300
Total Project Emissions	1,800	550,000	560,000	140	1.1	560,000

Source: LSA Associates, Inc., June 2013.
Note: The GHG emissions shown are for information purposes only. There are no adopted thresholds to which to compare these emissions. Numbers in table may appear to not add up correctly due to rounding of all numbers to two significant digits.
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT = metric tons
N_2O = nitrous oxide
NBio-CO_2 = Non-biologically generated CO_2

emissions pursuant to the OPR TA "CEQA and Climate Change: Addressing Climate Change Through CEQA Review," stating that the emissions from projects must be disclosed even in the absence of thresholds of significance.

The biologically generated CO_2 represents emissions generated by biological processes, primarily decomposition of waste in a landfill. The nonbiologically generated CO_2 represents emissions generated by all other sources, primarily fossil fuel combustion, but also fugitive emissions from equipment leaks and other minor sources. At present, there is a federal ban on CFCs; therefore, it is assumed the project would not generate emissions of CFCs. The CAA does not allow any refrigerant to be vented into the atmosphere during installation, service, or retirement of equipment. PFCs and

SF_6 are typically used in industrial applications, none of which would be used on the project site. Therefore, the project would not contribute measurable emissions of HFCs, PFCs, or SF_6.

In comparing the proposed project to the SCAQMD-tiered interim GHG significance criteria, it is not exempt as described in Tier 1, nor is there a GHG reduction plan in the Coachella General Plan or any other GHG reduction plan applicable to the proposed project, per Tier 2. The Tier 3 screening significance threshold level for mixed-use projects is 3,000 tpy of CO_2e. The project exceeds this threshold for Phases 1 and 2, Phases 3 and 4, and the total project. Exceeding Tier 3 screening means the project is evaluated using Tier 4. Considering the Tier 4 screening significance threshold level, the project must be less than or equal to both the 2020 and 2035 efficiency thresholds in order to be considered insignificant. The 2020 threshold for plans is 6.6 tpy per service population, and the 2035 threshold for plans is 4.1 tpy per service population. The total service population of the proposed project, which is the total of the residents and employees, is planned to be approximately 35,958 residents and 3,355 workers. This translates to a 2020 threshold of 6.6 x 39,313, or 259,500, which Table AB shows the total project will exceed. For the 2035 threshold, the result is 4.1 x 39,313, or 161,200, which Table AB shows the total project will also exceed. Therefore, the project will exceed this Tier 4 threshold and the emissions of GHGs will be significant. Mitigation as specified in Tier 5 would be required.

The CAT and the ARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," ARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California,*" and ARB's "*Climate Change Proposed Scoping Plan: a Framework for Change."*

These reports identify strategies to reduce California's emissions to the levels proposed in EO S-3-05 and AB 32 that are applicable to the proposed project. The Proposed Scoping Plan is the most recent document, and the strategies included in the Scoping Plan that apply to the project are described in Table AC, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets.

The strategies listed in Table AC are either part of the Specific Plan or requirements under local or State regulations or ordinances. With implementation of these strategies/measures, the project's contribution to cumulative GHG emissions would be reduced.

The proposed project is consistent with the goals in the SCAG RTP/SCS of combining transportation and land use elements in order to achieve emissions reduction targets. The project includes a land use growth pattern that accommodates the region's future employment and housing needs and that protects sensitive habitat and resource areas.

Therefore, with implementation of the Project Design Features and Sustainability Measures and compliance with GHG reduction strategies, the proposed project would have a less than significant impact and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Table AC: Project Compliance with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
Mandatory Code	
California Green Building Code. The CALGreen Code prescribes a wide array of measures that would directly and indirectly result in reduction of GHG emissions from the Business as Usual Scenario (California Building Code). The mandatory measures that are applicable to projects include site selection, energy efficiency, water efficiency, materials conservation and resource efficiency, and environmental quality measures.	**Compliant.** The project would be required to adhere to the mandatory measures as required by the CALGreen Code, as described in the Energy Efficiency Sustainability Feature.
Energy Efficiency Measures	
Energy Efficiency. Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities). **Renewables Portfolio Standard.** Achieve a 33 percent renewable energy mix statewide. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Compliant.** The proposed project would comply with the updated Title 24 standards, including the new 2010 California Building Code of Title 24, for building construction. In addition, the project would comply with the Energy Efficiency Sustainability Feature, including measures to incorporate energy efficient building design features.
Water Conservation and Efficiency Measures	
Water Use Efficiency. Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.	**Compliant.** The project would be required to adhere to the mandatory measures as required by the CALGreen Code and Sustainability Features for water conservation.
Solid Waste Reduction Measures	
Increase Waste Diversion, Composting, and Commercial Recycling, and Move Toward Zero-Waste. Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long term, zero-waste policies that would require manufacturers to design products to be fully recyclable may be necessary.	**Compliant.** The proposed project would comply with the Materials Efficiency Sustainability Feature, including measures to increase solid waste diversion, composting, and recycling.
Transportation and Motor Vehicle Measures	
Vehicle Climate Change Standards. AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light-duty trucks. Regulations were adopted by the ARB in September 2004. **Light-Duty Vehicle Efficiency Measures.** Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency.	**Compliant.** The project does not involve the manufacture of vehicles. However, vehicles that are purchased and used within the project site would comply with any vehicle and fuel standards that the ARB adopted at the time of manufacture.

Table AC: Project Compliance with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures. Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles. **Low Carbon Fuel Standard.** ARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.	
Regional Transportation-Related Greenhouse Gas Targets. Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel.	**Compliant.** The proposed project would apply Land Use Sustainability Features, which provide for nonvehicular modes of transportation; prioritize parking for electric, hybrid, and alternative fuel vehicles; and limit delivery truck idling and non-GHG-emitting public and individual transportation alternatives.
Measures to Reduce High Global Warming Potential (GWP) Gases. ARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. ARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air-conditioning systems, and ensuring that existing car air-conditioning systems do not leak.	**Compliant.** New products used or serviced on the project site would comply with future ARB rules and regulations.

Source: LSA Associates, Inc., June 2013.
AB = Assembly Bill
ARB = California Air Resources Board
GHG = greenhouse gas

5.4 AIR QUALITY MANAGEMENT PLAN CONSISTENCY

The La Entrada Specific Plan is located in both the City of Coachella and unincorporated Riverside County within the City of Coachella's approved Sphere of Influence and General Plan planning area. The City is currently in the process of updating their General Plan. The following are the respective existing general plan land use and zoning classifications for these two jurisdictions:

5.4.1 City of Coachella

General Plan Land Use. The 1,612 ac portion of the project site located in the City is currently designated as Low Density Residential (RL), Entertainment Commercial (CE), General Commercial (CG), and Open Space (OS). The 588 ac portion located within the City's Sphere of Influence and General Plan planning area and is designated Low Density Residential (RL) and Open Space (OS).

The City is undergoing a comprehensive General Plan Update which is anticipated to re-designate the project area to "Specific Plan."

Zoning. The 1,612 ac portion located within the City is zoned: General Commercial (C-G), Open Space (O-S), Residential Single Family (R-S), and Residential Multiple Family (R-M) consistent with the previously adopted McNaughton Specific Plan. The 588 ac portion within the Coachella Sphere of Influence is currently pre-zoned Residential Single Family (R-S) and Open Space (O-S) (swath along an existing major blue-line stream).

5.4.2 Riverside County

General Plan Land Use. The 588 ac portion located within unincorporated Riverside County is currently designated as Agricultural (AG) land use on the Riverside County General Plan Land Use Map.

Zoning. The 588 ac portion located within unincorporated Riverside County is currently zoned Natural Assets (N-A).

The current land use designations for the project site are consistent with land use designations established by the McNaughton Specific Plan previously approved for the project site, which is included in the City's current General Plan and zoning designations for the project site. The proposed project's land uses would be similar to those established by the McNaughton Specific Plan, although they would be placed in different areas on the project site. Therefore, the existing General Plan designations are considered to be consistent with the proposed land uses; thus, the existing AQMP includes emissions for the proposed land uses. However, as indicated in the analysis above, the proposed project would exceed several SCAQMD emission thresholds during both construction and operation. Thus, even though the project is consistent with the land use plans in the AQMP it is possible that these emissions would delay timely attainment of the air quality standards. Therefore, the emissions associated with construction, occupation, and use of the project are expected to exceed the General Plan projections and could delay timely attainment of air quality standards and the interim emissions reductions specified in the AQMP.

General Plan Air Quality Element Policy Analysis. The City General Plan includes policies related to air quality that are related to the proposed project. The proposed project is consistent with most of the applicable General Plan policies, as shown in Table AD. However, as indicated in the analysis above, the proposed project would exceed several SCAQMD emission thresholds during both construction and operation. Therefore, the project would be partially inconsistent with some of the General Plan policies. Because there is no feasible mitigation to reduce all construction and operation emissions to a less than significant level, there is no way to mitigate the partial inconsistency with the General Plan policies. Impacts related to these two policies are therefore considered significant unavoidable adverse impacts, as described in Table AD.

Table AD: Applicable Environmental Hazards and Safety Element Policies

General Plan Environmental Hazards and Safety Element Policies[1]	Project Consistency
Land uses that are sensitive to air pollution, such as schools, childcare centers, hospitals, playgrounds, and retirement and convalescent homes, shall be identified and isolated from air pollution sources.	The proposed project's mixed land use plan does not place sensitive land uses in proximity to air pollution sources and is, therefore, consistent with this policy.
The City shall review proposed developments through the environmental and design review processes to ensure that negative impacts are mitigated.	Even with available mitigation, construction equipment/vehicle emissions of ROG, NO_X, and CO would exceed the SCAQMD emission thresholds. Long-term operational activities after implementation of Phases 1 and 2 would exceed the SCAQMD daily thresholds for ROG, NO_X, and CO; long-term operational activities after implementation of Phases 3, 4, and 5 would exceed the SCAQMD daily thresholds for ROG, NO_X, CO, and PM_{10}. Therefore, even with feasible mitigation, the proposed project would result in significant and unavoidable air quality impacts. Therefore, the project is considered partially inconsistent with this policy.
The City shall require that all proposed developments meet the significance threshold criteria established by the SCAQMD in the most recent version of the *CEQA Air Quality Handbook*.	As stated above, the proposed project would exceed some of the significance threshold criteria established by the SCAQMD, even with feasible mitigation, resulting in significant and unavoidable air quality impacts. Therefore, the project is considered partially inconsistent with this policy.
The City shall encourage the use of low-polluting building and construction methods and materials to reduce emissions from construction activities.	The proposed project would be required to utilize diesel construction equipment that complies with the EPA Tier 3 (or greater) emissions standards and to comply with the SCAQMD Rule 1113 and any other SCAQMD rules and regulations on the use of architectural coatings or HVLP spray methods to reduce emissions associated with architectural coatings. The project is therefore considered consistent with this policy.
The City shall encourage developers to limit extensive grading and cut-and-fill operations that generate PM_{10}.	With mitigation, project construction activities (including grading) would not exceed the SCAQMD daily thresholds for PM_{10}. The project is therefore considered consistent with this policy.
During site preparation, the City shall require adequate watering of construction sites, construction vehicle wheel washing, and adherence to SCAQMD Rule 403 to ensure the cleanup of construction-related dirt on approach routes to the site to reduce PM_{10} emissions.	The proposed project would be required to comply with SCAQMD Rule 403 to control fugitive dust during construction. As discussed in this section, with these standard control measures, fugitive dust emissions would be below SCAQMD thresholds. The project is therefore considered consistent with this policy.
During site preparation, the City shall require that grading operations be suspended during first- and second-stage ozone episodes or when winds exceed 30 mph.	The proposed project would be required to comply with SCAQMD Rule 403 to control fugitive dust during construction. As discussed in this section, with these standard control measures, fugitive dust emissions would be below SCAQMD thresholds. The project is therefore considered consistent with this policy.

Table AD: Applicable Environmental Hazards and Safety Element Policies

General Plan Environmental Hazards and Safety Element Policies[1]	Project Consistency
The City shall require any construction access roads to be paved and cleaned after each work day to reduce PM_{10} emissions.	The proposed project would be required to comply with SCAQMD Rule 403 to control fugitive dust during construction. As discussed in this section, with these standard control measures, fugitive dust emissions would be below SCAQMD thresholds. The project is therefore considered consistent with this policy.
The City shall require that any trucks hauling dirt, sand, soil, or other loose dirt material off-site during site preparation activities be covered.	The proposed project would be required to comply with SCAQMD Rule 403 to control fugitive dust during construction. As discussed in this section, with these standard control measures, fugitive dust emissions would be below SCAQMD thresholds. The project is therefore considered consistent with this policy.

[1] These policies are listed on page 177 in the City of Coachella General Plan, Environmental Hazards and Safety Element.
CEQA = California Environmental Quality Act
CO = carbon monoxide
EPA = United States Environmental Protection Agency
mph = miles per hour
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic compounds
SCAQMD = South Coast Air Quality Management District

Therefore, the emissions associated with occupation and use of the project are expected to exceed the General Plan projections and could contribute to air quality deterioration beyond current SCAQMD projections, and mitigation is required.

5.5 STANDARD CONDITIONS

5.5.1 Construction Impacts

The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors.

The applicable Rule 403 measures are as follows:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

- Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 m (2 ft) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
- Pave construction access roads at least 30 m (100 ft) onto the site from the main road.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.

5.6 MITIGATION MEASURES

5.6.1 Project Construction

Application of Architectural Coatings. Prior to issuance of any grading permits, the Director of the City of Coachella Public Works Department, or designee, shall verify that construction contracts include a statement specifying that the Construction Contractor shall comply with the SCAQMD Rule 1113 and any other SCAQMD rules and regulations on the use of architectural coatings or HVLP spray methods. Emissions associated with architectural coatings would be reduced by complying with these rules and regulations, which include using pre-coated/natural colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency.

EPA Tier 4-Final Emissions Standards. The applicant shall make available to the City of Coachella Public Works Director, or designee, a comprehensive inventory of all off-road construction equipment equal to or greater than 50 horsepower that will be used an aggregate of 40 or more hours during any portion of construction activities for the project. The inventory shall include the horsepower rating, engine production year, and certification of the specified tier standard. A copy of each such unit's certified tier specification, BACT documentation, and ARB or SCAQMD operating permit shall be provided on site at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during any portion of the construction activities for the project shall meet the EPA Tier 4 final emissions standards, and off-road equipment greater than 300 horsepower shall be equipped with DPM filters.

- **Equipment Maintenance.** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
- **Equipment Operation.** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.
- **Generator Use.** Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.
- **Equipment Idling.** All construction vehicles shall be prohibited from idling in excess of 10 minutes, both on and off site.

- **Construction Phase Overlap.** Construction of Phases 3 and 4 shall not begin until the construction of Phases 1 and 2 is completed. Similarly, construction of Phase 5 shall not begin until the construction of Phases 3 and 4 is completed.

5.6.2 Project Operations

Prior to issuance of any construction permits, the project applicant shall submit for review and approval by the City of Coachella Public Works Director, building plans that incorporate measures such as, but not limited to, the following:

- **Operational Mitigation Measures (Transportation)**
  - Provide one electric car charging station for every 10 high-density residence and provisions for electric car charging stations in the garages of all medium-, low- and ultra-low-density housing. Provide at least two designated parking spots for parking of zero-emission vehicles (ZEVs) for car-sharing programs in all employee/worker parking areas.
  - Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices at local events, and/or other incentives.
  - Implement a rideshare program for employees at retail/commercial sites.
  - Create local “light vehicle” networks, such as NEV systems.
  - Require the use of 2010 model year emissions compliant diesel trucks, or alternatively fueled delivery trucks (e.g., food, retail, and vendor supply delivery trucks), at commercial/retail sites upon project build-out. If this is not feasible, consider other measures, such as incentives, phase-in schedules for clean trucks, etc.
- **Operational Mitigation Measures (Energy Efficiency)**
  - Design all structures to use passive heating, natural cooling, and reduced pavement to the extent feasible. All residences shall use either high-efficiency or solar hot water systems.
  - Limit the hours of operation of outdoor lighting in publicly accessible areas.
  - Install light-colored “cool” roofs on all structures and cool pavements throughout the project site.
  - Require the use of electric/energy-efficient appliances (e.g., stoves) in all residences.
- **Operational Mitigation Measures (Other)**
  - Require that all homeowner associations’ covenants, conditions and restrictions (CC&Rs) mandate the use of water-based or low-VOC cleaning products by all residents.
  - Provide outlets for electric and propane barbecues in every residence with an outside patio.
  - Require that all homeowner associations’ CC&Rs mandate the use of electric lawn mowers and leaf blowers by all residents.
  - Require that all homeowner associations’ CC&Rs mandate the use of electric or alternatively fueled sweepers with high-efficiency particulate air (HEPA) filters by all residents.

- Require the use of electric or alternative fueled maintenance vehicles by all grounds maintenance contractors.

5.6.3 Global Climate Change Impacts

The proposed project will employ a number of LEED GreenPoint Rated concepts, including: water and energy use reduction, construction products, and waste stream reduction so as to exceed by 2012 the most current Title 24 standards. All main site lighting will be full-cutoff, neutral white LED fixtures to minimize energy use. To the satisfaction of the City, the following measures should be incorporated into the design and construction of the project (including specific building projects):

- **Vehicle Priority.** Prior to issuance of any site development permits, the Director of the City of Coachella Public Works Department, or designee, shall include prioritized parking for electric vehicles, hybrid vehicles, and alternative fuel vehicles.
- **Energy Efficient Street Lights and Traffic Signals.** The City shall identify energy-efficient street lights, which are currently available and which, when installed, will provide a 10 percent reduction beyond the 2010 baseline energy use for this infrastructure, and shall require the use of this technology in all new development. All new traffic lights installed within the project shall use LED technology.
- **Construction Waste Management Plan.** Prior to issuance of a building permit, the applicant shall submit a Construction Waste Management Plan to the City for review and approval. The plan shall include procedures to recycle and/or salvage at least 50 percent of nonhazardous construction and demolition debris and shall identify materials to be diverted from disposal and whether the materials will be stored on site or commingled. Excavated soil and land-clearing debris do not contribute to this credit. Calculation can be done by weight or by volume but must be documented.
- **Vehicle Idling Limits.** All commercial and retail development shall be required to post signs and limit idling time for commercial vehicles, including delivery trucks, to no more than 5 minutes. This condition shall be included on future site development plans for review and approval by the City Development Services Director.
- **Transportation Design and Mode Measures.**
    - The project design shall provide for nonvehicular circulation such as bike and pedestrian trails and lanes on streets and thoroughfares.
    - The project design shall include development of public and individual non-GHG-emitting transportation alternatives serving to reduce VMT and associated air emissions.
    - The project design shall include prioritized parking for electric vehicles, hybrid vehicles, and alternative fuel vehicles.

5.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Even with all feasible mitigation measures in place, potential air quality impacts from both construction and operations would be significant and unavoidable. Project impacts related to GHG emissions and GCC would be significant and unavoidable.

5.8 CUMULATIVE IMPACTS

5.8.1 Construction

During construction, the project would temporarily contribute criteria pollutants to the area above the SCAQMD thresholds. Other projects in the area may be under construction at the same time as the proposed project. The concurrent construction of two or more projects would generate fugitive dust and equipment emissions that could result in substantial short-term increases in air pollutants in the local area. Each project would be required to comply with the SCAQMD's standard construction measures required in Rule 403. However, because the proposed project itself would result in a significant adverse air quality impact during construction related to ROG, NO_x, and CO that cannot be mitigated to below a level of significance, it would also potentially contribute to a significant short-term cumulative adverse air quality impact in the project area. Because there is no feasible mitigation available to reduce the construction-related ROG, NO_x, and CO impacts of the project to below a level of significance, there is no mitigation that would reduce the project's contribution to cumulative short-term adverse air quality impacts to below a level of significance. Therefore, construction air quality impacts are considered cumulatively significant.

5.8.2 Operation

The traffic analysis for the project is a cumulative impact assessment because the traffic model forecasts total traffic based on known cumulative projects and the City's General Plan. Because this air quality impact analysis uses this same cumulative traffic data, it also assesses cumulative impacts. As stated above, operation of the project would result in emissions of ROG, NOx, CO, PM_{10}, and $PM_{2.5}$ that exceed the SCAQMD's daily thresholds. Because there is no feasible mitigation available to reduce the ROG, NOx, CO, PM_{10} and $PM_{2.5}$ impacts of the project to below a level of significance, there is no mitigation that would reduce the project's contribution to cumulative long-term adverse air quality impacts to below a level of significance. Therefore, operational air quality impacts are considered cumulatively significant.

The proposed project emphasizes energy efficiency and water conservation, as described in Section 5.3.1, and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, the proposed project would generate GHG emissions that exceed SCAQMD's Tier 4 performance targets. As a result, the proposed project's climate change impacts with regard to GHG emissions would be considered cumulatively significant.

5.9 IMPACTS TO THE PROPOSED PROJECT FROM GLOBAL CLIMATE CHANGE

Local temperatures could increase in time as a result of GCC, with or without development as envisioned by the project. This increase in temperature could lead to other climate effects including, but not limited to, increased flooding due to increased precipitation and runoff. At present, the extent of climate change impacts is uncertain, and more extensive monitoring of runoff is necessary for greater understanding of changes in hydrologic patterns. Studies indicate that increased temperatures could result in a greater portion of peak streamflows occurring earlier in the spring, with decreases in late spring and early summer. These changes could have implications for water supply, flood

management, and ecosystem health. The following is an analysis of potential impacts of climate change to the project:

- The project site is in an elevated location, and therefore would not be threatened from rising waters.
- The region in which the project site is located is subject to seasonal wildfires. The project building will have all required fire suppression systems, minimizing the risk of fire damage.

In summary, the project would result in significant unavoidable adverse impacts related to GCC.

6.0 REFERENCES

Association of Environmental Professionals, Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents - Final, June 29, 2007.

California Air Pollution Control Officers Association, CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).

California Air Resources Board website: http://www.arb.ca.gov.

California Air Resources Board, Climate Change Scoping Plan.

California Air Resources Board, California Greenhouse Gas 2000–2010 Inventory.

California Building Standards Commission, 2010 California Green Building Standards Code, (2011).

California Climate Action Registry, General Reporting Protocol, Version 3.1 (2009).

California Department of Transportation (Caltrans). Transportation Project-Level Carbon Monoxide Protocol. 1997.

California Energy Commission, The Role of Land Use in Meeting California's Energy and Climate Change Goals, August 2007.

California Energy Commission, Revisions to the 1990 to 2004 Greenhouse Gas Emissions Inventory Report (CEC-600-2006-013), December 2006.

California State CEQA Guidelines, January 1, 2013.

Coachella, Planning Department, Coachella General Plan 2020. 1996.

Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, Summary for Policymakers, February 2007.

LSA Associates, Inc. Traffic Impact Study. June 2013.

Public Resource Code, Guidelines for the Implementation of California Environmental Quality Act, Appendix G.

South Coast Air Quality Management District. Air Quality Management Plan. 2012.

South Coast Air Quality Management District. *CEQA Air Quality Handbook*. 1993.

South Coast Air Quality Management District. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October 2008.

South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

South Coast Air Quality Management District. Final – Methodology to Calculate Particulate Matter $(PM)_{2.5}$ and $PM_{2.5}$ Significance Thresholds. October 2006.

South Coast Air Quality Management District. Rule 402. May 7, 1976.

South Coast Air Quality Management District. Rule 403. June 3, 2005.

South Coast Air Quality Management District. Rule 701. June 13, 1997.

South Coast Air Quality Management District. Rule 1113. June 3, 2011.

State of California, Governor's Office of Planning and Research, CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review, (2008).

Western Regional Climate Center website: http://www.wrcc.dri.edu.

APPENDIX A

CALEEMOD MODEL PRINTOUTS

CalEEMod Input Parameters

La Entrada Specific Plan - Phases I - II **CLA1201A**

Land Use Type	Land Use SubType	Land Use Unit Amount	Land Use Size Metric	Lot Acreage	Land Use Sq. Feet	Population
Commercial	General Office Building	70	1000sqft	9.1	70,000	0
Educational	Elementary School	1,077	Student	19.5	90,041	0
Educational	Junior High School	864	Student	81.3	101,573	0
Parking	Other Asphalt Surfaces	50	Acre	50	0	0
Parking	Other Non-Asphalt Surfaces	197	Acre	197	0	0
Parking	Parking Lot	20	Acre	20	0	0
Recreational	City Park	38.4	Acre	38.4	0	0
Residential	Apartments Low Rise	814	Dwelling Unit	40.7	814,000	3,753
Residential	Condo/Townhouse	1,850	Dwelling Unit	231.3	1,850,000	8,529
Residential	Single Family Housing	191	Dwelling Unit	41.8	343,800	881
Retail	Strip Mall	400	1000sqft	20.9	400,000	0
				750.0	3,669,414	13,163

Opening Year:	2020	
Climate Zone:	15	
Utility Company:	Imperial Irrigation District	
CO_2 Intensity Factor	1,270.9	(lb/MWh)
CH_4 Intensity Factor	0.029	(lb/MWh)
N_2O Intensity Factor	0.011	(lb/MWh)
Total Population	13,163	

Construction

PhaseNumber	PhaseName	Phase Start Date	Phase End Date	Number of Days/Week	NumDays	NumMonths
1	Demolition	01/02/2014	04/24/2014	5	81	3.7
2	Site Preparation	04/25/2014	11/27/2014	5	155	7.0
3	Grading	11/28/2014	12/15/2015	5	273	12.4
4	Building Construction	12/16/2015	03/09/2020	5	1,104	50.2
5	Architectural Coating	06/01/2017	03/09/2020	5	723	32.9
6	Paving	01/02/2018	07/24/2020	5	669	30.4

Demolition Amount	Unit
80	Ton of Debris

Phase Name	OffRoad Equipment Type	OffRoad Equipment Unit Amount	Usage Hours	Horse Power	Load Factor	Mitigation	Number Of Equipment Mitigated
Demolition	Concrete/Industrial Saws	4	8	81	0.73	Tier 4 Final	4
Demolition	Excavators	3	8	157	0.57	Tier 4 Final	3
Demolition	Rubber Tired Dozers	4	8	358	0.59	Tier 4 Final	13
Site Preparation	Rubber Tired Dozers	6	8	358	0.59	Tier 4 Final	13
Site Preparation	Tractors/Loaders/Backhoes	6	8	75	0.55	Tier 4 Final	24
Grading	Graders	2	8	162	0.61	Tier 4 Final	2
Grading	Rubber Tired Dozers	3	8	358	0.59	Tier 4 Final	13
Grading	Scrapers	12	8	356	0.72	Tier 4 Final	12
Grading	Tractors/Loaders/Backhoes	3	8	75	0.55	Tier 4 Final	24
Building Construction	Cranes	2	7	208	0.43	Tier 4 Final	2
Building Construction	Forklifts	15	8	149	0.3	Tier 4 Final	15
Building Construction	Generator Sets	10	8	84	0.74	Tier 4 Final	10
Building Construction	Other Construction Equipment	10	8	327	0.62	Tier 4 Final	10
Building Construction	Tractors/Loaders/Backhoes	15	7	75	0.55	Tier 4 Final	24
Building Construction	Welders	10	8	46	0.45	Tier 4 Final	24
Architectural Coating	Air Compressors	10	6	78	0.48	Tier 4 Final	10
Paving	Pavers	4	8	89	0.62	Tier 4 Final	4
Paving	Paving Equipment	4	8	82	0.53	Tier 4 Final	4
Paving	Rollers	4	8	84	0.56	Tier 4 Final	4

Architectural Coating Parameters	
Residential Interior VOC (g/L)	250
Residential Interior Area (sqft)	6090795
Residential Exterior VOC (g/L)	250
Residential Exterior Area (sqft)	2030265
Non-Residential Interior VOC (g/L)	250
Non-Residential Interior Area (sqft)	992,421
Non-Residential Exterior VOC (g/L)	250
Non-Residential Exterior Area (sqft)	330,807

Phase Name	Number of Worker Trips	Number of Vendor Trips	Number of Haul Trips	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Demolition	28	0	8	10.8	7.3	20
Site Preparation	30	0	0	10.8	7.3	20
Grading	50	0	0	10.8	7.3	20
Building Construction	2,218	414	0	10.8	7.3	20
Architectural Coating	444	0	0	10.8	7.3	20
Paving	30	0	0	10.8	7.3	20

Phase	Soil Imported	Soil Exported	Units	Acres of Grading
Site Preparatio	0	0		0.0
Grading	0	0	0	3549.0

Construction Dust Mitigation

Water per Day	PM_{10} % Reduction	$PM_{2.5}$ % Reduction	Unpaved Road Vehicle Speed
3	61	61	15

Operations

Vehicle Trips Land Use SubType	Vehicle Trips Land Use Size Metric	Trip Rate (/size/day) Weekday	Saturday	Sunday	Residential Trip Length (miles) H-W	H-S	H-O	Nonresidential Trip Len. (miles) C-C	C-W	C-NW	Primary Trip %	Divert Trip %	Pass-By %	Total Trip check
Apartments Low Rise	Dwelling Unit	6.23	6.23	6.23	30	12	30	0	0	0	86	11	3	5,071.2
City Park	Acre	1.98	1.98	1.98	0	0	0	3.5	3.5	3.5	66	28	6	76.0
Condo/Townhouse	Dwelling Unit	5.81	5.81	5.81	30	12	30	0	0	0	86	11	3	10,748.5
Elementary School	Student	1.29	0	0	0	0	0	10	6	10	63	25	12	992.4
General Office Building	1000sqft	11.04	2.37	0.98	0	0	0	34	13	34	77	19	4	585.5
Junior High School	Student	1.62	0	0	0	0	0	10	6	10	63	25	12	999.8
Other Asphalt Surfaces	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0.0
Other Non-Asphalt Surfaces	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0.0
Parking Lot	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0.0
Single Family Housing	Dwelling Unit	9.53	9.53	9.53	30	12	30	0	0	0	86	11	3	1,820.2
Strip Mall	1000sqft	60.97	60.97	60.97	0	0	0	26	11	26	45	40	15	24,388.0

	Residential Trip Percentage			Nonresidential Trip Percentage			Energy Use (kWhr/size/yr) or (kBTU/size/yr)					Water Use (gal/yr)		Solid Waste (tons/yr)
	H-W	H-S	H-O	C-C	C-W	C-NW	Title 24 Electricity	NonTitle24 Elelctricity	Lighting Electricity	Title 24 NatGas	NonTitle24 NatGas	Indoor	Outdoor	
Apartments Low Rise	40.2	19.2	40.6	0	0	0	1,197	2,399	876.36	14,081	2,756	53,035,377	33,435,346	374.44
City Park	0	0	0	48	33	19	0	0	0	0	0	0	45,752,884	3.3
Condo/Townhouse	40.2	19.2	40.6	0	0	0	979.54	2,943	1,016	22,445	3,381	120,534,947	75,989,423	851
Elementary School	0	0	0	30	65	5	3.4	1.49	4,523	7,905	1.79	2,610,906	6,713,760	196.55
General Office Building	0	0	0	48	33	19	3.75	2.79	4.15	3.65	0	12,441,362	7,625,351	65.1
Junior High School	0	0	0	22.2	72.8	5	3.4	1.49	4.2	7.34	1.79	2,094,543	5,385,969	157.68
Other Asphalt Surfaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Non-Asphalt Surfaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Housing	40.2	19.2	40.6	0	0	0	1,245	4,476	1,478	34,585	5,940	12,444,419	7,845,395	361.21
Strip Mall	0	0	0	64.4	16.6	19	5.6	2.44	7.62	2.02	0.3	29,629,009	18,159,715	420

Fleet Mix	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	Total
Annual	42.85%	10.11%	18.67%	9.41%	1.30%	0.52%	1.16%	14.78%	0.11%	0.05%	0.66%	0.11%	0.28%	100.00%
Summer	42.85%	10.11%	18.67%	9.41%	1.30%	0.52%	1.16%	14.78%	0.11%	0.05%	0.66%	0.11%	0.28%	100.00%
Winter	42.85%	10.11%	18.67%	9.41%	1.30%	0.52%	1.16%	14.78%	0.11%	0.05%	0.66%	0.11%	0.28%	100.00%

La Entrada Specific Plan - Phases I - II

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	70	1000sqft
Elementary School	1077	Student
Junior High School	864	Student
Other Asphalt Surfaces	50	Acre
Other Non-Asphalt Surfaces	197	Acre
Parking Lot	20	Acre
City Park	38.4	Acre
Apartments Low Rise	814	Dwelling Unit
Condo/Townhouse	1850	Dwelling Unit
Single Family Housing	191	Dwelling Unit
Strip Mall	400	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Coachella area is summer 365 days / year.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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					
2014	40.56	339.16	165.14	0.37	36.52	13.92	46.43	19.87	13.92	26.56	0.00	40,861.74	0.00	3.63	0.00	40,937.97
2015	60.21	335.58	387.64	0.75	32.76	16.77	49.53	9.94	16.56	22.74	0.00	75,206.76	0.00	5.00	0.00	75,311.72
2016	55.88	303.07	370.98	0.75	32.76	14.93	47.69	0.49	14.75	15.24	0.00	74,702.72	0.00	4.64	0.00	74,800.08
2017	209.50	299.37	403.70	0.83	38.55	15.15	53.71	0.57	14.97	15.53	0.00	81,141.67	0.00	4.81	0.00	81,242.61
2018	213.61	321.06	428.19	0.89	38.95	17.35	56.30	0.57	17.19	17.76	0.00	86,706.42	0.00	5.17	0.00	86,815.09
2019	209.11	292.94	412.75	0.89	38.95	15.38	54.32	0.57	15.22	15.79	0.00	86,206.24	0.00	4.79	0.00	86,306.90
2020	205.24	267.73	399.46	0.89	38.95	13.60	52.55	0.57	13.45	14.02	0.00	85,752.12	0.00	4.45	0.00	85,845.64

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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					
2014	10.45	21.75	169.15	0.37	7.44	1.08	7.95	3.88	1.08	4.29	0.00	40,861.74	0.00	3.63	0.00	40,937.97
2015	35.66	109.17	428.65	0.75	32.76	3.70	36.45	1.95	3.49	3.98	0.00	75,206.76	0.00	5.00	0.00	75,311.72
2016	34.22	102.11	413.94	0.75	32.76	3.50	36.26	0.49	3.32	3.81	0.00	74,702.72	0.00	4.64	0.00	74,800.08
2017	188.08	101.16	447.97	0.83	38.55	3.59	42.14	0.57	3.40	3.97	0.00	81,141.67	0.00	4.81	0.00	81,242.61
2018	188.81	99.51	471.85	0.89	38.95	3.63	42.57	0.57	3.46	4.03	0.00	86,706.42	0.00	5.17	0.00	86,815.09
2019	187.55	95.26	458.08	0.89	38.95	3.52	42.47	0.57	3.36	3.93	0.00	86,206.24	0.00	4.79	0.00	86,306.90
2020	186.47	91.70	446.11	0.89	38.95	3.44	42.38	0.57	3.28	3.85	0.00	85,752.12	0.00	4.45	0.00	85,845.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	115.86	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32
Energy	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
Mobile	484.60	2,032.32	4,215.54	9.33	925.46	71.70	997.16	15.30	65.88	81.19		951,816.45		26.48		952,372.47
Total	**602.59**	**2,053.35**	**4,462.76**	**9.46**	**925.46**	**71.70**	**1,000.01**	**15.30**	**65.88**	**84.04**	**0.00**	**976,562.04**		**27.37**	**0.45**	**977,274.82**

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	109.99	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32

Energy	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
Mobile	484.60	2,032.32	4,215.54	9.33	925.46	71.70	997.16	15.30	65.88	81.19		951,816.45		26.48		952,372.47
Total	**596.72**	**2,053.35**	**4,462.76**	**9.46**	**925.46**	**71.70**	**1,000.01**	**15.30**	**65.88**	**84.04**	**0.00**	**976,562.04**		**27.37**	**0.45**	**977,274.82**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00						0.00
Off-Road	15.63	123.18	73.76	0.13		6.19	6.19		6.19	6.19		13,517.44		1.40		13,546.82
Total	**15.63**	**123.18**	**73.76**	**0.13**	**0.02**	**6.19**	**6.21**	**0.00**	**6.19**	**6.19**		**13,517.44**		**1.40**		**13,546.82**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.05	0.02	0.00	4.89	0.00	4.89	0.47	0.00	0.47		8.23		0.00		8.23
Vendor	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
Worker	0.25	0.25	2.46	0.00	0.37	0.01	0.38	0.00	0.01	0.01		278.25		0.02		278.67
Total	**0.25**	**0.30**	**2.48**	**0.00**	**5.26**	**0.01**	**5.27**	**0.47**	**0.01**	**0.48**		**286.48**		**0.02**		**286.90**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.46	7.14	65.68	0.13		0.36	0.36		0.36	0.36	0.00	13,517.44		1.40		13,546.82
Total	**3.46**	**7.14**	**65.68**	**0.13**	**0.00**	**0.36**	**0.36**	**0.00**	**0.36**	**0.36**	**0.00**	**13,517.44**		**1.40**		**13,546.82**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.05	0.02	0.00	3.07	0.00	3.07	0.29	0.00	0.29		8.23		0.00		8.23
Vendor	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
Worker	0.25	0.25	2.46	0.00	0.37	0.01	0.38	0.00	0.01	0.01		278.25		0.02		278.67
Total	**0.25**	**0.30**	**2.48**	**0.00**	**3.44**	**0.01**	**3.45**	**0.29**	**0.01**	**0.30**		**286.48**		**0.02**		**286.90**

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

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

Fugitive Dust					36.13	0.00	36.13	19.86	0.00	19.86						0.00
Off-Road	17.73	142.97	80.51	0.14		6.68	6.68		6.68	6.68		15,169.23		1.59		15,202.58
Total	**17.73**	**142.97**	**80.51**	**0.14**	**36.13**	**6.68**	**42.81**	**19.86**	**6.68**	**26.54**		**15,169.23**		**1.59**		**15,202.58**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.26	0.26	2.64	0.00	0.39	0.01	0.40	0.01	0.01	0.02		298.13		0.02		298.58
Total	**0.26**	**0.26**	**2.64**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**298.13**		**0.02**		**298.58**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	3.87	8.01	65.26	0.14		0.40	0.40		0.40	0.40	0.00	15,169.23		1.59		15,202.58
Total	**3.87**	**8.01**	**65.26**	**0.14**	**7.05**	**0.40**	**7.45**	**3.87**	**0.40**	**4.27**	**0.00**	**15,169.23**		**1.59**		**15,202.58**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.26	0.26	2.64	0.00	0.39	0.01	0.40	0.01	0.01	0.02		298.13		0.02		298.58
Total	**0.26**	**0.26**	**2.64**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**298.13**		**0.02**		**298.58**

3.4 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	40.13	338.72	160.74	0.36		13.91	13.91		13.91	13.91		40,364.86		3.59		40,440.34
Total	**40.13**	**338.72**	**160.74**	**0.36**	**31.85**	**13.91**	**45.76**	**9.93**	**13.91**	**23.84**		**40,364.86**		**3.59**		**40,440.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.44	0.44	4.40	0.01	0.65	0.02	0.67	0.01	0.02	0.03		496.88		0.04		497.63
Total	**0.44**	**0.44**	**4.40**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**496.88**		**0.04**		**497.63**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		3.59		40,440.34
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**3.59**		**40,440.34**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.44	0.44	4.40	0.01	0.65	0.02	0.67	0.01	0.02	0.03		496.88		0.04		497.63
Total	**0.44**	**0.44**	**4.40**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**496.88**		**0.04**		**497.63**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	38.05	312.81	152.24	0.36		12.79	12.79		12.79	12.79		40,364.86		3.37		40,435.70
Total	**38.05**	**312.81**	**152.24**	**0.36**	**31.85**	**12.79**	**44.64**	**9.93**	**12.79**	**22.72**		**40,364.86**		**3.37**		**40,435.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.41	0.41	4.03	0.01	0.65	0.02	0.67	0.01	0.02	0.03		484.84		0.03		485.54
Total	**0.41**	**0.41**	**4.03**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**484.84**		**0.03**		**485.54**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		3.37		40,435.70
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**3.37**		**40,435.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.41	0.41	4.03	0.01	0.65	0.02	0.67	0.01	0.02	0.03		484.84		0.03		485.54
Total	**0.41**	**0.41**	**4.03**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**484.84**		**0.03**		**485.54**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	36.90	258.60	178.15	0.41		14.21	14.21		14.21	14.21		42,302.91		3.31		42,372.33
Total	**36.90**	**258.60**	**178.15**	**0.41**		**14.21**	**14.21**		**14.21**	**14.21**		**42,302.91**		**3.31**		**42,372.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	5.17	59.00	30.58	0.11	3.81	1.75	5.56	0.10	1.61	1.71		11,396.14		0.23		11,400.96
Worker	18.14	17.99	178.91	0.23	28.95	0.81	29.76	0.39	0.75	1.14		21,507.70		1.46		21,538.43
Total	**23.31**	**76.99**	**209.49**	**0.34**	**32.76**	**2.56**	**35.32**	**0.49**	**2.36**	**2.85**		**32,903.84**		**1.69**		**32,939.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.91		3.31		42,372.33
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.91**		**3.31**		**42,372.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	5.17	59.00	30.58	0.11	3.81	1.75	5.56	0.10	1.61	1.71		11,396.14		0.23		11,400.96
Worker	18.14	17.99	178.91	0.23	28.95	0.81	29.76	0.39	0.75	1.14		21,507.70		1.46		21,538.43
Total	**23.31**	**76.99**	**209.49**	**0.34**	**32.76**	**2.56**	**35.32**	**0.49**	**2.36**	**2.85**		**32,903.84**		**1.69**		**32,939.39**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	34.00	233.14	176.20	0.41		12.56	12.56		12.56	12.56		42,302.91		3.05		42,366.90
Total	**34.00**	**233.14**	**176.20**	**0.41**		**12.56**	**12.56**		**12.56**	**12.56**		**42,302.91**		**3.05**		**42,366.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.70	53.29	27.82	0.11	3.81	1.54	5.35	0.10	1.42	1.52		11,394.70		0.21		11,399.06
Worker	17.17	16.65	166.96	0.23	28.95	0.82	29.77	0.39	0.76	1.15		21,005.11		1.38		21,034.11
Total	**21.87**	**69.94**	**194.78**	**0.34**	**32.76**	**2.36**	**35.12**	**0.49**	**2.18**	**2.67**		**32,399.81**		**1.59**		**32,433.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.91		3.05		42,366.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.91**		**3.05**		**42,366.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.70	53.29	27.82	0.11	3.81	1.54	5.35	0.10	1.42	1.52		11,394.70		0.21		11,399.06
Worker	17.17	16.65	166.96	0.23	28.95	0.82	29.77	0.39	0.76	1.15		21,005.11		1.38		21,034.11
Total	**21.87**	**69.94**	**194.78**	**0.34**	**32.76**	**2.36**	**35.12**	**0.49**	**2.18**	**2.67**		**32,399.81**		**1.59**		**32,433.17**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	31.29	210.05	174.53	0.41		11.04	11.04		11.04	11.04		42,302.91		2.77		42,361.15
Total	**31.29**	**210.05**	**174.53**	**0.41**		**11.04**	**11.04**		**11.04**	**11.04**		**42,302.91**		**2.77**		**42,361.15**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.29	49.06	25.65	0.11	3.81	1.39	5.20	0.10	1.28	1.38		11,398.33		0.19		11,402.32

Worker	16.14	15.36	154.03	0.23	28.95	0.82	29.77	0.39	0.76	1.15		20,520.69		1.29		20,547.75
Total	**20.43**	**64.42**	**179.68**	**0.34**	**32.76**	**2.21**	**34.97**	**0.49**	**2.04**	**2.53**		**31,919.02**		**1.48**		**31,950.07**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.91		2.77		42,361.15
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.91**		**2.77**		**42,361.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.29	49.06	25.65	0.11	3.81	1.39	5.20	0.10	1.28	1.38		11,398.33		0.19		11,402.32
Worker	16.14	15.36	154.03	0.23	28.95	0.82	29.77	0.39	0.76	1.15		20,520.69		1.29		20,547.75
Total	**20.43**	**64.42**	**179.68**	**0.34**	**32.76**	**2.21**	**34.97**	**0.49**	**2.04**	**2.53**		**31,919.02**		**1.48**		**31,950.07**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	28.72	188.79	173.07	0.41		9.61	9.61		9.61	9.61		42,302.92		2.55		42,356.53
Total	**28.72**	**188.79**	**173.07**	**0.41**		**9.61**	**9.61**		**9.61**	**9.61**		**42,302.92**		**2.55**		**42,356.53**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.93	45.51	23.69	0.11	3.81	1.26	5.07	0.10	1.16	1.26		11,402.40		0.17		11,406.06
Worker	15.19	14.22	142.30	0.23	28.95	0.82	29.77	0.39	0.77	1.16		20,065.73		1.20		20,090.98
Total	**19.12**	**59.73**	**165.99**	**0.34**	**32.76**	**2.08**	**34.84**	**0.49**	**1.93**	**2.42**		**31,468.13**		**1.37**		**31,497.04**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		2.55		42,356.53
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**2.55**		**42,356.53**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.93	45.51	23.69	0.11	3.81	1.26	5.07	0.10	1.16	1.26		11,402.40		0.17		11,406.06
Worker	15.19	14.22	142.30	0.23	28.95	0.82	29.77	0.39	0.77	1.16		20,065.73		1.20		20,090.98
Total	**19.12**	**59.73**	**165.99**	**0.34**	**32.76**	**2.08**	**34.84**	**0.49**	**1.93**	**2.42**		**31,468.13**		**1.37**		**31,497.04**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	26.32	169.81	171.76	0.41		8.30	8.30		8.30	8.30		42,302.92		2.35		42,352.20
Total	**26.32**	**169.81**	**171.76**	**0.41**		**8.30**	**8.30**		**8.30**	**8.30**		**42,302.92**		**2.35**		**42,352.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.64	42.53	22.22	0.11	3.81	1.16	4.97	0.10	1.07	1.16		11,405.33		0.16		11,408.72
Worker	14.39	13.17	132.16	0.23	28.95	0.82	29.77	0.39	0.77	1.16		19,651.21		1.13		19,675.00
Total	**18.03**	**55.70**	**154.38**	**0.34**	**32.76**	**1.98**	**34.74**	**0.49**	**1.84**	**2.32**		**31,056.54**		**1.29**		**31,083.72**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		2.35		42,352.20
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**2.35**		**42,352.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.64	42.53	22.22	0.11	3.81	1.16	4.97	0.10	1.07	1.16		11,405.33		0.16		11,408.72
Worker	14.39	13.17	132.16	0.23	28.95	0.82	29.77	0.39	0.77	1.16		19,651.21		1.13		19,675.00
Total	**18.03**	**55.70**	**154.38**	**0.34**	**32.76**	**1.98**	**34.74**	**0.49**	**1.84**	**2.32**		**31,056.54**		**1.29**		**31,083.72**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	24.29	152.67	170.76	0.41		7.12	7.12		7.12	7.12		42,302.92		2.16		42,348.23
Total	**24.29**	**152.67**	**170.76**	**0.41**		**7.12**	**7.12**		**7.12**	**7.12**		**42,302.92**		**2.16**		**42,348.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.40	40.06	20.81	0.11	3.81	1.07	4.88	0.10	0.99	1.09		11,408.39		0.15		11,411.55
Worker	13.70	12.27	123.46	0.23	28.95	0.82	29.77	0.39	0.77	1.16		19,274.54		1.07		19,297.01
Total	**17.10**	**52.33**	**144.27**	**0.34**	**32.76**	**1.89**	**34.65**	**0.49**	**1.76**	**2.25**		**30,682.93**		**1.22**		**30,708.56**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		2.16		42,348.23
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**2.16**		**42,348.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.40	40.06	20.81	0.11	3.81	1.07	4.88	0.10	0.99	1.09		11,408.39		0.15		11,411.55
Worker	13.70	12.27	123.46	0.23	28.95	0.82	29.77	0.39	0.77	1.16		19,274.54		1.07		19,297.01

Total	**17.10**	**52.33**	**144.27**	**0.34**	**32.76**	**1.89**	**34.65**	**0.49**	**1.76**	**2.25**		**30,682.93**		**1.22**		**30,708.56**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	3.32	21.83	18.66	0.03		1.73	1.73		1.73	1.73		2,811.90		0.30		2,818.13
Total	**154.55**	**21.83**	**18.66**	**0.03**		**1.73**	**1.73**		**1.73**	**1.73**		**2,811.90**		**0.30**		**2,818.13**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.23	3.07	30.83	0.05	5.80	0.16	5.96	0.08	0.15	0.23		4,107.84		0.26		4,113.25
Total	**3.23**	**3.07**	**30.83**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**4,107.84**		**0.26**		**4,113.25**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.30		2,818.13
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.30**		**2,818.13**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.23	3.07	30.83	0.05	5.80	0.16	5.96	0.08	0.15	0.23		4,107.84		0.26		4,113.25
Total	**3.23**	**3.07**	**30.83**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**4,107.84**		**0.26**		**4,113.25**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	2.98	20.04	18.53	0.03		1.50	1.50		1.50	1.50		2,811.90		0.27		2,817.51
Total	**154.21**	**20.04**	**18.53**	**0.03**		**1.50**	**1.50**		**1.50**	**1.50**		**2,811.90**		**0.27**		**2,817.51**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.04	2.85	28.48	0.05	5.80	0.16	5.96	0.08	0.15	0.23		4,016.76		0.24		4,021.82
Total	**3.04**	**2.85**	**28.48**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**4,016.76**		**0.24**		**4,021.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00

Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.27		2,817.51
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.27**		**2,817.51**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.04	2.85	28.48	0.05	5.80	0.16	5.96	0.08	0.15	0.23		4,016.76		0.24		4,021.82
Total	**3.04**	**2.85**	**28.48**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**4,016.76**		**0.24**		**4,021.82**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	2.66	18.34	18.40	0.03		1.29	1.29		1.29	1.29		2,811.90		0.24		2,816.89
Total	**153.89**	**18.34**	**18.40**	**0.03**		**1.29**	**1.29**		**1.29**	**1.29**		**2,811.90**		**0.24**		**2,816.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.88	2.64	26.46	0.05	5.80	0.16	5.96	0.08	0.15	0.23		3,933.79		0.23		3,938.55
Total	**2.88**	**2.64**	**26.46**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,933.79**		**0.23**		**3,938.55**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.24		2,816.89
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.24**		**2,816.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.88	2.64	26.46	0.05	5.80	0.16	5.96	0.08	0.15	0.23		3,933.79		0.23		3,938.55
Total	**2.88**	**2.64**	**26.46**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,933.79**		**0.23**		**3,938.55**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	2.42	16.82	18.30	0.03		1.11	1.11		1.11	1.11		2,811.90		0.22		2,816.47
Total	**153.65**	**16.82**	**18.30**	**0.03**		**1.11**	**1.11**		**1.11**	**1.11**		**2,811.90**		**0.22**		**2,816.47**

Unmitigated Construction Off-Site

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

Vendor	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
Worker	2.74	2.46	24.71	0.05	5.80	0.16	5.96	0.08	0.15	0.23		3,858.38		0.21		3,862.88
Total	**2.74**	**2.46**	**24.71**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,858.38**		**0.21**		**3,862.88**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.22		2,816.47
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.22**		**2,816.47**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.74	2.46	24.71	0.05	5.80	0.16	5.96	0.08	0.15	0.23		3,858.38		0.21		3,862.88
Total	**2.74**	**2.46**	**24.71**	**0.05**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,858.38**		**0.21**		**3,862.88**

3.7 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	8.04	49.46	40.21	0.06		3.98	3.98		3.98	3.98		5,835.29		0.72		5,850.43
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**8.31**	**49.46**	**40.21**	**0.06**		**3.98**	**3.98**		**3.98**	**3.98**		**5,835.29**		**0.72**		**5,850.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.21	0.19	1.92	0.00	0.39	0.01	0.40	0.01	0.01	0.02		271.40		0.02		271.74
Total	**0.21**	**0.19**	**1.92**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**271.40**		**0.02**		**271.74**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.72		5,850.43
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**2.02**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.72**		**5,850.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.21	0.19	1.92	0.00	0.39	0.01	0.40	0.01	0.01	0.02		271.40		0.02		271.74
Total	**0.21**	**0.19**	**1.92**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**271.40**		**0.02**		**271.74**

3.7 Paving - 2019

Unmitigated Construction On-Site

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

Off-Road	7.51	46.28	39.96	0.06		3.63	3.63		3.63	3.63		5,835.29		0.67		5,849.42
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**7.78**	**46.28**	**39.96**	**0.06**		**3.63**	**3.63**		**3.63**	**3.63**		**5,835.29**		**0.67**		**5,849.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.19	0.18	1.79	0.00	0.39	0.01	0.40	0.01	0.01	0.02		265.80		0.02		266.12
Total	**0.19**	**0.18**	**1.79**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**265.80**		**0.02**		**266.12**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.67		5,849.42
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**2.02**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.67**		**5,849.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.19	0.18	1.79	0.00	0.39	0.01	0.40	0.01	0.01	0.02		265.80		0.02		266.12
Total	**0.19**	**0.18**	**1.79**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**265.80**		**0.02**		**266.12**

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.00	43.28	39.73	0.06		3.30	3.30		3.30	3.30		5,835.29		0.63		5,848.49
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**7.27**	**43.28**	**39.73**	**0.06**		**3.30**	**3.30**		**3.30**	**3.30**		**5,835.29**		**0.63**		**5,848.49**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.19	0.17	1.67	0.00	0.39	0.01	0.40	0.01	0.01	0.02		260.70		0.01		261.01
Total	**0.19**	**0.17**	**1.67**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**260.70**		**0.01**		**261.01**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.63		5,848.49
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**2.02**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.63**		**5,848.49**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.19	0.17	1.67	0.00	0.39	0.01	0.40	0.01	0.01	0.02		260.70		0.01		261.01
Total	**0.19**	**0.17**	**1.67**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**260.70**		**0.01**		**261.01**

4.0 Mobile Detail

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	484.60	2,032.32	4,215.54	9.33	925.46	71.70	997.16	15.30	65.88	81.19		951,816.45		26.48		952,372.47
Unmitigated	484.60	2,032.32	4,215.54	9.33	925.46	71.70	997.16	15.30	65.88	81.19		951,816.45		26.48		952,372.47
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,071.22	5,071.22	5071.22	43,491,448	43,491,448
City Park	76.03	76.03	76.03	70,877	70,877
Condo/Townhouse	10,748.50	10,748.50	10748.50	92,180,546	92,180,546
Elementary School	1,389.33	0.00	0.00	1,855,436	1,855,436
General Office Building	772.80	165.90	68.60	4,717,184	4,717,184
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	1,820.23	1,820.23	1820.23	15,610,531	15,610,531
Strip Mall	24,388.00	24,388.00	24388.00	114,920,207	114,920,207

Total	45,665.79	42,269.88	42,172.58	274,636,861	274,636,861

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	13.00	34.00	34.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	11.00	26.00	26.00	16.60	64.40	19.00

5.0 Energy Detail

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	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
NaturalGas Unmitigated	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Low Rise	37549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	130898	1.41	12.06	5.13	0.08		0.00	0.98		0.00	0.98		15,399.78		0.30	0.28	15,493.50
Elementary School	2252.25	0.02	0.22	0.19	0.00		0.00	0.02		0.00	0.02		264.97		0.01	0.00	266.58
General Office Building	700	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2540.72	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	21206.1	0.23	1.95	0.83	0.01		0.00	0.16		0.00	0.16		2,494.84		0.05	0.05	2,510.02
Strip Mall	2542.47	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93
Total		**2.13**	**18.26**	**8.10**	**0.11**		**0.00**	**1.49**		**0.00**	**1.49**		**23,257.49**		**0.46**	**0.43**	**23,399.02**

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	lb/day										lb/day					
Apartments Low Rise	37.549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	130.898	1.41	12.06	5.13	0.08		0.00	0.98		0.00	0.98		15,399.78		0.30	0.28	15,493.50
Elementary School	2.25225	0.02	0.22	0.19	0.00		0.00	0.02		0.00	0.02		264.97		0.01	0.00	266.58
General Office Building	0.7	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2.54072	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	21.2061	0.23	1.95	0.83	0.01		0.00	0.16		0.00	0.16		2,494.84		0.05	0.05	2,510.02
Strip Mall	2.54247	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93

Total		**2.13**	**18.26**	**8.10**	**0.11**		**0.00**	**1.49**		**0.00**	**1.49**		**23,257.49**		**0.46**	**0.43**	**23,399.02**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	109.99	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32
Unmitigated	115.86	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	29.96					0.00	0.00		0.00	0.00						0.00
Consumer Products	78.53					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	7.28	2.76	239.12	0.01		0.00	1.31		0.00	1.31		429.28		0.42		438.06
Total	**115.87**	**2.76**	**239.13**	**0.01**		**0.00**	**1.38**		**0.00**	**1.38**	**0.00**	**1,488.10**		**0.44**	**0.02**	**1,503.33**

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	29.96					0.00	0.00		0.00	0.00						0.00
Consumer Products	72.65					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	7.28	2.76	239.12	0.01		0.00	1.31		0.00	1.31		429.28		0.42		438.06
Total	**109.99**	**2.76**	**239.13**	**0.01**		**0.00**	**1.38**		**0.00**	**1.38**	**0.00**	**1,488.10**		**0.44**	**0.02**	**1,503.33**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Phases I - II

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	70	1000sqft
Elementary School	1077	Student
Junior High School	864	Student
Other Asphalt Surfaces	50	Acre
Other Non-Asphalt Surfaces	197	Acre
Parking Lot	20	Acre
City Park	38.4	Acre
Apartments Low Rise	814	Dwelling Unit
Condo/Townhouse	1850	Dwelling Unit
Single Family Housing	191	Dwelling Unit
Strip Mall	400	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Coachella area is summer 365 days / year.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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					
2014	40.52	339.17	164.41	0.37	36.52	13.92	46.43	19.87	13.92	26.56	0.00	40,812.59	0.00	3.63	0.00	40,888.75
2015	58.50	336.32	362.18	0.73	32.76	16.82	49.58	9.94	16.61	22.74	0.00	72,954.51	0.00	4.88	0.00	73,057.08
2016	54.27	303.51	347.43	0.73	32.76	14.98	47.74	0.49	14.79	15.28	0.00	72,494.02	0.00	4.52	0.00	72,588.97
2017	207.66	299.62	377.18	0.80	38.55	15.19	53.75	0.57	15.00	15.57	0.00	78,566.88	0.00	4.68	0.00	78,665.12
2018	211.88	321.12	403.68	0.87	38.95	17.39	56.33	0.57	17.22	17.79	0.00	84,152.60	0.00	5.05	0.00	84,258.60
2019	207.50	292.83	390.23	0.86	38.95	15.41	54.35	0.57	15.24	15.81	0.00	83,696.58	0.00	4.67	0.00	83,794.71
2020	203.74	267.48	378.68	0.86	38.95	13.63	52.57	0.57	13.47	14.04	0.00	83,282.43	0.00	4.34	0.00	83,373.51

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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					
2014	10.40	21.76	168.42	0.37	7.44	1.08	7.95	3.88	1.08	4.29	0.00	40,812.59	0.00	3.63	0.00	40,888.75
2015	33.95	109.90	403.18	0.73	32.76	3.75	36.51	1.95	3.54	4.03	0.00	72,954.51	0.00	4.88	0.00	73,057.08
2016	32.61	102.55	390.39	0.73	32.76	3.55	36.31	0.49	3.36	3.85	0.00	72,494.02	0.00	4.52	0.00	72,588.97
2017	186.24	101.41	421.45	0.80	38.55	3.63	42.18	0.57	3.44	4.00	0.00	78,566.88	0.00	4.68	0.00	78,665.12
2018	187.08	99.57	447.34	0.87	38.95	3.66	42.60	0.57	3.49	4.06	0.00	84,152.60	0.00	5.05	0.00	84,258.60
2019	185.94	95.15	435.57	0.86	38.95	3.55	42.50	0.57	3.39	3.96	0.00	83,696.58	0.00	4.67	0.00	83,794.71
2020	184.97	91.45	425.33	0.86	38.95	3.46	42.41	0.57	3.31	3.88	0.00	83,282.43	0.00	4.34	0.00	83,373.51
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	115.86	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32
Energy	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
Mobile	466.56	2,036.39	3,750.12	8.69	925.46	72.59	998.05	15.30	66.62	81.93		900,638.67		26.74		901,200.15
Total	**584.55**	**2,057.42**	**3,997.34**	**8.82**	**925.46**	**72.59**	**1,000.90**	**15.30**	**66.62**	**84.78**	**0.00**	**925,384.26**		**27.63**	**0.45**	**926,102.50**

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	109.99	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32

Energy	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
Mobile	466.56	2,036.39	3,750.12	8.69	925.46	72.59	998.05	15.30	66.62	81.93		900,638.67		26.74		901,200.15
Total	**578.68**	**2,057.42**	**3,997.34**	**8.82**	**925.46**	**72.59**	**1,000.90**	**15.30**	**66.62**	**84.78**	**0.00**	**925,384.26**		**27.63**	**0.45**	**926,102.50**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00						0.00
Off-Road	15.63	123.18	73.76	0.13		6.19	6.19		6.19	6.19		13,517.44		1.40		13,546.82
Total	**15.63**	**123.18**	**73.76**	**0.13**	**0.02**	**6.19**	**6.21**	**0.00**	**6.19**	**6.19**		**13,517.44**		**1.40**		**13,546.82**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.05	0.02	0.00	4.89	0.00	4.89	0.47	0.00	0.47		8.17		0.00		8.17
Vendor	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
Worker	0.22	0.25	2.05	0.00	0.37	0.01	0.38	0.00	0.01	0.01		250.73		0.02		251.11
Total	**0.22**	**0.30**	**2.07**	**0.00**	**5.26**	**0.01**	**5.27**	**0.47**	**0.01**	**0.48**		**258.90**		**0.02**		**259.28**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.46	7.14	65.68	0.13		0.36	0.36		0.36	0.36	0.00	13,517.44		1.40		13,546.82
Total	**3.46**	**7.14**	**65.68**	**0.13**	**0.00**	**0.36**	**0.36**	**0.00**	**0.36**	**0.36**	**0.00**	**13,517.44**		**1.40**		**13,546.82**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.05	0.02	0.00	3.07	0.00	3.07	0.29	0.00	0.29		8.17		0.00		8.17
Vendor	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
Worker	0.22	0.25	2.05	0.00	0.37	0.01	0.38	0.00	0.01	0.01		250.73		0.02		251.11
Total	**0.22**	**0.30**	**2.07**	**0.00**	**3.44**	**0.01**	**3.45**	**0.29**	**0.01**	**0.30**		**258.90**		**0.02**		**259.28**

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

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

Fugitive Dust					36.13	0.00	36.13	19.86	0.00	19.86						0.00
Off-Road	17.73	142.97	80.51	0.14		6.68	6.68		6.68	6.68		15,169.23		1.59		15,202.58
Total	**17.73**	**142.97**	**80.51**	**0.14**	**36.13**	**6.68**	**42.81**	**19.86**	**6.68**	**26.54**		**15,169.23**		**1.59**		**15,202.58**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.23	0.27	2.20	0.00	0.39	0.01	0.40	0.01	0.01	0.02		268.64		0.02		269.05
Total	**0.23**	**0.27**	**2.20**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**268.64**		**0.02**		**269.05**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	3.87	8.01	65.26	0.14		0.40	0.40		0.40	0.40	0.00	15,169.23		1.59		15,202.58
Total	**3.87**	**8.01**	**65.26**	**0.14**	**7.05**	**0.40**	**7.45**	**3.87**	**0.40**	**4.27**	**0.00**	**15,169.23**		**1.59**		**15,202.58**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.23	0.27	2.20	0.00	0.39	0.01	0.40	0.01	0.01	0.02		268.64		0.02		269.05
Total	**0.23**	**0.27**	**2.20**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**268.64**		**0.02**		**269.05**

3.4 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	40.13	338.72	160.74	0.36		13.91	13.91		13.91	13.91		40,364.86		3.59		40,440.34
Total	**40.13**	**338.72**	**160.74**	**0.36**	**31.85**	**13.91**	**45.76**	**9.93**	**13.91**	**23.84**		**40,364.86**		**3.59**		**40,440.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.39	0.45	3.67	0.00	0.65	0.02	0.67	0.01	0.02	0.03		447.73		0.03		448.41
Total	**0.39**	**0.45**	**3.67**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**447.73**		**0.03**		**448.41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		3.59		40,440.34
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**3.59**		**40,440.34**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.39	0.45	3.67	0.00	0.65	0.02	0.67	0.01	0.02	0.03		447.73		0.03		448.41
Total	**0.39**	**0.45**	**3.67**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**447.73**		**0.03**		**448.41**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	38.05	312.81	152.24	0.36		12.79	12.79		12.79	12.79		40,364.86		3.37		40,435.70
Total	**38.05**	**312.81**	**152.24**	**0.36**	**31.85**	**12.79**	**44.64**	**9.93**	**12.79**	**22.72**		**40,364.86**		**3.37**		**40,435.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.36	0.41	3.36	0.00	0.65	0.02	0.67	0.01	0.02	0.03		436.77		0.03		437.40
Total	**0.36**	**0.41**	**3.36**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**436.77**		**0.03**		**437.40**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		3.37		40,435.70
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**3.37**		**40,435.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.36	0.41	3.36	0.00	0.65	0.02	0.67	0.01	0.02	0.03		436.77		0.03		437.40
Total	**0.36**	**0.41**	**3.36**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**436.77**		**0.03**		**437.40**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	36.90	258.60	178.15	0.41		14.21	14.21		14.21	14.21		42,302.91		3.31		42,372.33
Total	**36.90**	**258.60**	**178.15**	**0.41**		**14.21**	**14.21**		**14.21**	**14.21**		**42,302.91**		**3.31**		**42,372.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	5.42	59.44	34.78	0.11	3.81	1.80	5.61	0.10	1.66	1.76		11,276.67		0.24		11,281.73
Worker	16.18	18.28	149.24	0.21	28.95	0.81	29.76	0.39	0.75	1.14		19,374.92		1.34		19,403.03
Total	**21.60**	**77.72**	**184.02**	**0.32**	**32.76**	**2.61**	**35.37**	**0.49**	**2.41**	**2.90**		**30,651.59**		**1.58**		**30,684.76**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.91		3.31		42,372.33
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.91**		**3.31**		**42,372.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	5.42	59.44	34.78	0.11	3.81	1.80	5.61	0.10	1.66	1.76		11,276.67		0.24		11,281.73
Worker	16.18	18.28	149.24	0.21	28.95	0.81	29.76	0.39	0.75	1.14		19,374.92		1.34		19,403.03
Total	**21.60**	**77.72**	**184.02**	**0.32**	**32.76**	**2.61**	**35.37**	**0.49**	**2.41**	**2.90**		**30,651.59**		**1.58**		**30,684.76**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	34.00	233.14	176.20	0.41		12.56	12.56		12.56	12.56		42,302.91		3.05		42,366.90
Total	**34.00**	**233.14**	**176.20**	**0.41**		**12.56**	**12.56**		**12.56**	**12.56**		**42,302.91**		**3.05**		**42,366.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.94	53.47	32.09	0.11	3.81	1.59	5.40	0.10	1.46	1.56		11,275.10		0.22		11,279.69
Worker	15.33	16.90	139.15	0.21	28.95	0.82	29.77	0.39	0.76	1.15		18,916.01		1.26		18,942.37
Total	**20.27**	**70.37**	**171.24**	**0.32**	**32.76**	**2.41**	**35.17**	**0.49**	**2.22**	**2.71**		**30,191.11**		**1.48**		**30,222.06**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.91		3.05		42,366.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.91**		**3.05**		**42,366.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.94	53.47	32.09	0.11	3.81	1.59	5.40	0.10	1.46	1.56		11,275.10		0.22		11,279.69
Worker	15.33	16.90	139.15	0.21	28.95	0.82	29.77	0.39	0.76	1.15		18,916.01		1.26		18,942.37
Total	**20.27**	**70.37**	**171.24**	**0.32**	**32.76**	**2.41**	**35.17**	**0.49**	**2.22**	**2.71**		**30,191.11**		**1.48**		**30,222.06**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	31.29	210.05	174.53	0.41		11.04	11.04		11.04	11.04		42,302.91		2.77		42,361.15
Total	**31.29**	**210.05**	**174.53**	**0.41**		**11.04**	**11.04**		**11.04**	**11.04**		**42,302.91**		**2.77**		**42,361.15**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.51	49.05	29.95	0.11	3.81	1.43	5.24	0.10	1.32	1.41		11,278.70		0.20		11,282.90

Worker	14.42	15.57	128.34	0.21	28.95	0.82	29.77	0.39	0.76	1.15		18,475.04		1.17		18,499.66
Total	**18.93**	**64.62**	**158.29**	**0.32**	**32.76**	**2.25**	**35.01**	**0.49**	**2.08**	**2.56**		**29,753.74**		**1.37**		**29,782.56**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.91		2.77		42,361.15
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.91**		**2.77**		**42,361.15**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.51	49.05	29.95	0.11	3.81	1.43	5.24	0.10	1.32	1.41		11,278.70		0.20		11,282.90
Worker	14.42	15.57	128.34	0.21	28.95	0.82	29.77	0.39	0.76	1.15		18,475.04		1.17		18,499.66
Total	**18.93**	**64.62**	**158.29**	**0.32**	**32.76**	**2.25**	**35.01**	**0.49**	**2.08**	**2.56**		**29,753.74**		**1.37**		**29,782.56**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	28.72	188.79	173.07	0.41		9.61	9.61		9.61	9.61		42,302.92		2.55		42,356.53
Total	**28.72**	**188.79**	**173.07**	**0.41**		**9.61**	**9.61**		**9.61**	**9.61**		**42,302.92**		**2.55**		**42,356.53**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.14	45.34	28.03	0.11	3.81	1.30	5.11	0.10	1.19	1.29		11,282.65		0.18		11,286.50
Worker	13.59	14.41	118.52	0.21	28.95	0.82	29.77	0.39	0.77	1.16		18,060.25		1.09		18,083.14
Total	**17.73**	**59.75**	**146.55**	**0.32**	**32.76**	**2.12**	**34.88**	**0.49**	**1.96**	**2.45**		**29,342.90**		**1.27**		**29,369.64**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		2.55		42,356.53
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**2.55**		**42,356.53**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.14	45.34	28.03	0.11	3.81	1.30	5.11	0.10	1.19	1.29		11,282.65		0.18		11,286.50
Worker	13.59	14.41	118.52	0.21	28.95	0.82	29.77	0.39	0.77	1.16		18,060.25		1.09		18,083.14
Total	**17.73**	**59.75**	**146.55**	**0.32**	**32.76**	**2.12**	**34.88**	**0.49**	**1.96**	**2.45**		**29,342.90**		**1.27**		**29,369.64**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	26.32	169.81	171.76	0.41		8.30	8.30		8.30	8.30		42,302.92		2.35		42,352.20
Total	**26.32**	**169.81**	**171.76**	**0.41**		**8.30**	**8.30**		**8.30**	**8.30**		**42,302.92**		**2.35**		**42,352.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.85	42.23	26.57	0.11	3.81	1.19	5.00	0.10	1.09	1.19		11,285.52		0.17		11,289.11
Worker	12.90	13.33	110.03	0.20	28.95	0.82	29.77	0.39	0.77	1.16		17,682.16		1.03		17,703.71
Total	**16.75**	**55.56**	**136.60**	**0.31**	**32.76**	**2.01**	**34.77**	**0.49**	**1.86**	**2.35**		**28,967.68**		**1.20**		**28,992.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		2.35		42,352.20
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**2.35**		**42,352.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.85	42.23	26.57	0.11	3.81	1.19	5.00	0.10	1.09	1.19		11,285.52		0.17		11,289.11
Worker	12.90	13.33	110.03	0.20	28.95	0.82	29.77	0.39	0.77	1.16		17,682.16		1.03		17,703.71
Total	**16.75**	**55.56**	**136.60**	**0.31**	**32.76**	**2.01**	**34.77**	**0.49**	**1.86**	**2.35**		**28,967.68**		**1.20**		**28,992.82**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	24.29	152.67	170.76	0.41		7.12	7.12		7.12	7.12		42,302.92		2.16		42,348.23
Total	**24.29**	**152.67**	**170.76**	**0.41**		**7.12**	**7.12**		**7.12**	**7.12**		**42,302.92**		**2.16**		**42,348.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.59	39.65	25.19	0.11	3.81	1.10	4.91	0.10	1.01	1.11		11,288.43		0.16		11,291.76
Worker	12.30	12.41	102.74	0.20	28.95	0.82	29.77	0.39	0.77	1.16		17,338.54		0.97		17,358.86
Total	**15.89**	**52.06**	**127.93**	**0.31**	**32.76**	**1.92**	**34.68**	**0.49**	**1.78**	**2.27**		**28,626.97**		**1.13**		**28,650.62**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		2.16		42,348.23
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**2.16**		**42,348.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	3.59	39.65	25.19	0.11	3.81	1.10	4.91	0.10	1.01	1.11		11,288.43		0.16		11,291.76
Worker	12.30	12.41	102.74	0.20	28.95	0.82	29.77	0.39	0.77	1.16		17,338.54		0.97		17,358.86

Total	**15.89**	**52.06**	**127.93**	**0.31**	**32.76**	**1.92**	**34.68**	**0.49**	**1.78**	**2.27**		**28,626.97**		**1.13**		**28,650.62**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	3.32	21.83	18.66	0.03		1.73	1.73		1.73	1.73		2,811.90		0.30		2,818.13
Total	**154.55**	**21.83**	**18.66**	**0.03**		**1.73**	**1.73**		**1.73**	**1.73**		**2,811.90**		**0.30**		**2,818.13**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.89	3.12	25.69	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,698.34		0.23		3,703.27
Total	**2.89**	**3.12**	**25.69**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,698.34**		**0.23**		**3,703.27**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.30		2,818.13
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.30**		**2,818.13**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.89	3.12	25.69	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,698.34		0.23		3,703.27
Total	**2.89**	**3.12**	**25.69**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,698.34**		**0.23**		**3,703.27**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	2.98	20.04	18.53	0.03		1.50	1.50		1.50	1.50		2,811.90		0.27		2,817.51
Total	**154.21**	**20.04**	**18.53**	**0.03**		**1.50**	**1.50**		**1.50**	**1.50**		**2,811.90**		**0.27**		**2,817.51**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.72	2.88	23.73	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,615.31		0.22		3,619.89
Total	**2.72**	**2.88**	**23.73**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,615.31**		**0.22**		**3,619.89**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00

Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.27		2,817.51
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.27**		**2,817.51**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.72	2.88	23.73	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,615.31		0.22		3,619.89
Total	**2.72**	**2.88**	**23.73**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,615.31**		**0.22**		**3,619.89**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	2.66	18.34	18.40	0.03		1.29	1.29		1.29	1.29		2,811.90		0.24		2,816.89
Total	**153.89**	**18.34**	**18.40**	**0.03**		**1.29**	**1.29**		**1.29**	**1.29**		**2,811.90**		**0.24**		**2,816.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.58	2.67	22.03	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,539.62		0.21		3,543.93
Total	**2.58**	**2.67**	**22.03**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,539.62**		**0.21**		**3,543.93**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.24		2,816.89
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.24**		**2,816.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.58	2.67	22.03	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,539.62		0.21		3,543.93
Total	**2.58**	**2.67**	**22.03**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,539.62**		**0.21**		**3,543.93**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	2.42	16.82	18.30	0.03		1.11	1.11		1.11	1.11		2,811.90		0.22		2,816.47
Total	**153.65**	**16.82**	**18.30**	**0.03**		**1.11**	**1.11**		**1.11**	**1.11**		**2,811.90**		**0.22**		**2,816.47**

Unmitigated Construction Off-Site

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

Vendor	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
Worker	2.46	2.48	20.57	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,470.84		0.19		3,474.90
Total	**2.46**	**2.48**	**20.57**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,470.84**		**0.19**		**3,474.90**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	151.23					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.22		2,816.47
Total	**152.07**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.22**		**2,816.47**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.46	2.48	20.57	0.04	5.80	0.16	5.96	0.08	0.15	0.23		3,470.84		0.19		3,474.90
Total	**2.46**	**2.48**	**20.57**	**0.04**	**5.80**	**0.16**	**5.96**	**0.08**	**0.15**	**0.23**		**3,470.84**		**0.19**		**3,474.90**

3.7 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	8.04	49.46	40.21	0.06		3.98	3.98		3.98	3.98		5,835.29		0.72		5,850.43
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**8.31**	**49.46**	**40.21**	**0.06**		**3.98**	**3.98**		**3.98**	**3.98**		**5,835.29**		**0.72**		**5,850.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.18	0.19	1.60	0.00	0.39	0.01	0.40	0.01	0.01	0.02		244.28		0.01		244.59
Total	**0.18**	**0.19**	**1.60**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**244.28**		**0.01**		**244.59**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.72		5,850.43
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**2.02**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.72**		**5,850.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.18	0.19	1.60	0.00	0.39	0.01	0.40	0.01	0.01	0.02		244.28		0.01		244.59
Total	**0.18**	**0.19**	**1.60**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**244.28**		**0.01**		**244.59**

3.7 Paving - 2019

Unmitigated Construction On-Site

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

Off-Road	7.51	46.28	39.96	0.06		3.63	3.63		3.63	3.63		5,835.29		0.67		5,849.42
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**7.78**	**46.28**	**39.96**	**0.06**		**3.63**	**3.63**		**3.63**	**3.63**		**5,835.29**		**0.67**		**5,849.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.17	0.18	1.49	0.00	0.39	0.01	0.40	0.01	0.01	0.02		239.16		0.01		239.46
Total	**0.17**	**0.18**	**1.49**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**239.16**		**0.01**		**239.46**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.67		5,849.42
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**2.02**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.67**		**5,849.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.17	0.18	1.49	0.00	0.39	0.01	0.40	0.01	0.01	0.02		239.16		0.01		239.46
Total	**0.17**	**0.18**	**1.49**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**239.16**		**0.01**		**239.46**

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.00	43.28	39.73	0.06		3.30	3.30		3.30	3.30		5,835.29		0.63		5,848.49
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**7.27**	**43.28**	**39.73**	**0.06**		**3.30**	**3.30**		**3.30**	**3.30**		**5,835.29**		**0.63**		**5,848.49**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.17	0.17	1.39	0.00	0.39	0.01	0.40	0.01	0.01	0.02		234.52		0.01		234.79
Total	**0.17**	**0.17**	**1.39**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**234.52**		**0.01**		**234.79**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.63		5,848.49
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	**2.02**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.63**		**5,848.49**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.17	0.17	1.39	0.00	0.39	0.01	0.40	0.01	0.01	0.02		234.52		0.01		234.79
Total	**0.17**	**0.17**	**1.39**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**234.52**		**0.01**		**234.79**

4.0 Mobile Detail

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	466.56	2,036.39	3,750.12	8.69	925.46	72.59	998.05	15.30	66.62	81.93		900,638.67		26.74		901,200.15
Unmitigated	466.56	2,036.39	3,750.12	8.69	925.46	72.59	998.05	15.30	66.62	81.93		900,638.67		26.74		901,200.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,071.22	5,071.22	5071.22	43,491,448	43,491,448
City Park	76.03	76.03	76.03	70,877	70,877
Condo/Townhouse	10,748.50	10,748.50	10748.50	92,180,546	92,180,546
Elementary School	1,389.33	0.00	0.00	1,855,436	1,855,436
General Office Building	772.80	165.90	68.60	4,717,184	4,717,184
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	1,820.23	1,820.23	1820.23	15,610,531	15,610,531
Strip Mall	24,388.00	24,388.00	24388.00	114,920,207	114,920,207

Total	45,665.79	42,269.88	42,172.58	274,636,861	274,636,861

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	13.00	34.00	34.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	11.00	26.00	26.00	16.60	64.40	19.00

5.0 Energy Detail

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	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
NaturalGas Unmitigated	2.13	18.27	8.10	0.12		0.00	1.47		0.00	1.47		23,257.49		0.45	0.43	23,399.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Low Rise	37549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	130898	1.41	12.06	5.13	0.08		0.00	0.98		0.00	0.98		15,399.78		0.30	0.28	15,493.50
Elementary School	2252.25	0.02	0.22	0.19	0.00		0.00	0.02		0.00	0.02		264.97		0.01	0.00	266.58
General Office Building	700	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2540.72	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	21206.1	0.23	1.95	0.83	0.01		0.00	0.16		0.00	0.16		2,494.84		0.05	0.05	2,510.02
Strip Mall	2542.47	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93
Total		**2.13**	**18.26**	**8.10**	**0.11**		**0.00**	**1.49**		**0.00**	**1.49**		**23,257.49**		**0.46**	**0.43**	**23,399.02**

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	lb/day										lb/day					
Apartments Low Rise	37.549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	130.898	1.41	12.06	5.13	0.08		0.00	0.98		0.00	0.98		15,399.78		0.30	0.28	15,493.50
Elementary School	2.25225	0.02	0.22	0.19	0.00		0.00	0.02		0.00	0.02		264.97		0.01	0.00	266.58
General Office Building	0.7	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2.54072	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	21.2061	0.23	1.95	0.83	0.01		0.00	0.16		0.00	0.16		2,494.84		0.05	0.05	2,510.02
Strip Mall	2.54247	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93

Total		**2.13**	**18.26**	**8.10**	**0.11**		**0.00**	**1.49**		**0.00**	**1.49**		**23,257.49**		**0.46**	**0.43**	**23,399.02**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	109.99	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32
Unmitigated	115.86	2.76	239.12	0.01		0.00	1.38		0.00	1.38	0.00	1,488.10		0.44	0.02	1,503.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	29.96					0.00	0.00		0.00	0.00						0.00
Consumer Products	78.53					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	7.28	2.76	239.12	0.01		0.00	1.31		0.00	1.31		429.28		0.42		438.06
Total	**115.87**	**2.76**	**239.13**	**0.01**		**0.00**	**1.38**		**0.00**	**1.38**	**0.00**	**1,488.10**		**0.44**	**0.02**	**1,503.33**

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	29.96					0.00	0.00		0.00	0.00						0.00
Consumer Products	72.65					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	7.28	2.76	239.12	0.01		0.00	1.31		0.00	1.31		429.28		0.42		438.06
Total	**109.99**	**2.76**	**239.13**	**0.01**		**0.00**	**1.38**		**0.00**	**1.38**	**0.00**	**1,488.10**		**0.44**	**0.02**	**1,503.33**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Phases I - II

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	70	1000sqft
Elementary School	1077	Student
Junior High School	864	Student
Other Asphalt Surfaces	50	Acre
Other Non-Asphalt Surfaces	197	Acre
Parking Lot	20	Acre
City Park	38.4	Acre
Apartments Low Rise	814	Dwelling Unit
Condo/Townhouse	1850	Dwelling Unit
Single Family Housing	191	Dwelling Unit
Strip Mall	400	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Coachella area is summer 365 days / year.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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					
2014	2.52	20.16	11.47	0.02	7.39	0.94	8.32	3.12	0.94	4.05	0.00	2,037.03	2,037.03	0.20	0.00	2,041.33
2015	5.12	40.98	21.61	0.05	4.61	1.69	6.30	1.56	1.69	3.26	0.00	5,012.69	5,012.69	0.41	0.00	5,021.32
2016	6.94	39.24	46.17	0.10	4.01	1.95	5.96	0.06	1.93	1.99	0.00	8,708.27	8,708.27	0.54	0.00	8,719.58
2017	18.35	37.27	47.51	0.10	4.40	1.87	6.27	0.07	1.85	1.91	0.00	9,083.49	9,083.49	0.53	0.00	9,094.60
2018	27.50	41.57	53.55	0.11	4.76	2.26	7.03	0.07	2.24	2.32	0.00	10,105.63	10,105.63	0.60	0.00	10,118.27
2019	26.93	37.94	51.74	0.11	4.76	2.01	6.77	0.07	1.99	2.06	0.00	10,052.11	10,052.11	0.56	0.00	10,063.80
2020	5.33	8.66	11.46	0.02	0.91	0.50	1.41	0.01	0.49	0.51	0.00	2,150.65	2,150.65	0.13	0.00	2,153.29

Total	**92.69**	**225.82**	**243.51**	**0.51**	**30.84**	**11.22**	**42.06**	**4.96**	**11.13**	**16.10**	**0.00**	**47,149.87**	**47,149.87**	**2.97**	**0.00**	**47,212.19**

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					
2014	0.59	1.20	10.01	0.02	1.56	0.06	1.62	0.62	0.06	0.68	0.00	2,037.03	2,037.03	0.20	0.00	2,041.33
2015	1.49	3.34	23.41	0.05	1.11	0.16	1.27	0.31	0.16	0.46	0.00	5,012.69	5,012.69	0.41	0.00	5,021.32
2016	4.12	13.02	51.78	0.10	4.01	0.46	4.47	0.06	0.44	0.50	0.00	8,708.27	8,708.27	0.54	0.00	8,719.58
2017	15.70	12.61	53.28	0.10	4.40	0.46	4.86	0.07	0.43	0.50	0.00	9,083.49	9,083.49	0.53	0.00	9,094.60
2018	24.26	12.69	59.24	0.11	4.76	0.47	5.24	0.07	0.45	0.53	0.00	10,105.63	10,105.63	0.60	0.00	10,118.27
2019	24.12	12.15	57.65	0.11	4.76	0.46	5.22	0.07	0.44	0.51	0.00	10,052.11	10,052.11	0.56	0.00	10,063.80
2020	4.61	2.36	12.51	0.02	0.91	0.09	1.00	0.01	0.09	0.10	0.00	2,150.65	2,150.65	0.13	0.00	2,153.29
Total	**74.89**	**57.37**	**267.88**	**0.51**	**21.51**	**2.16**	**23.68**	**1.21**	**2.07**	**3.28**	**0.00**	**47,149.87**	**47,149.87**	**2.97**	**0.00**	**47,212.19**

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	21.14	0.50	43.60	0.00		0.00	0.25		0.00	0.25	0.00	189.16	189.16	0.07	0.00	191.33
Energy	0.39	3.33	1.48	0.02		0.00	0.27		0.00	0.27	0.00	17,055.55	17,055.55	0.38	0.18	17,120.74
Mobile	80.54	352.25	694.87	1.62	156.13	12.98	169.11	2.75	11.91	14.66	0.00	151,122.07	151,122.07	4.34	0.00	151,213.14
Waste						0.00	0.00		0.00	0.00	493.12	0.00	493.12	29.14	0.00	1,105.12
Water						0.00	0.00		0.00	0.00	0.00	3,036.72	3,036.72	7.18	0.20	3,250.17
Total	**102.07**	**356.08**	**739.95**	**1.64**	**156.13**	**12.98**	**169.63**	**2.75**	**11.91**	**15.18**	**493.12**	**171,403.50**	**171,896.62**	**41.11**	**0.38**	**172,880.50**

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	20.07	0.50	43.60	0.00		0.00	0.25		0.00	0.25	0.00	189.16	189.16	0.07	0.00	191.33
Energy	0.39	3.33	1.48	0.02		0.00	0.27		0.00	0.27	0.00	17,055.55	17,055.55	0.38	0.18	17,120.74
Mobile	80.54	352.25	694.87	1.62	156.13	12.98	169.11	2.75	11.91	14.66	0.00	151,122.07	151,122.07	4.34	0.00	151,213.14
Waste						0.00	0.00		0.00	0.00	493.12	0.00	493.12	29.14	0.00	1,105.12
Water						0.00	0.00		0.00	0.00	0.00	2,733.05	2,733.05	6.46	0.18	2,925.15
Total	**101.00**	**356.08**	**739.95**	**1.64**	**156.13**	**12.98**	**169.63**	**2.75**	**11.91**	**15.18**	**493.12**	**171,099.83**	**171,592.95**	**40.39**	**0.36**	**172,555.48**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
New Trees					283.20
Vegetation Land Change					-2,284.30
Total					**-2,001.10**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2014

Unmitigated Construction On-Site

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

Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.63	4.99	2.99	0.01		0.25	0.25		0.25	0.25	0.00	496.51	496.51	0.05	0.00	497.59
Total	**0.63**	**4.99**	**2.99**	**0.01**	**0.00**	**0.25**	**0.25**	**0.00**	**0.25**	**0.25**	**0.00**	**496.51**	**496.51**	**0.05**	**0.00**	**497.59**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	0.00	0.00	0.00	0.19	0.00	0.19	0.02	0.00	0.02	0.00	0.30	0.30	0.00	0.00	0.30
Vendor	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
Worker	0.01	0.01	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.70	9.70	0.00	0.00	9.71
Total	**0.01**	**0.01**	**0.09**	**0.00**	**0.20**	**0.00**	**0.20**	**0.02**	**0.00**	**0.02**	**0.00**	**10.00**	**10.00**	**0.00**	**0.00**	**10.01**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.14	0.29	2.66	0.01		0.01	0.01		0.01	0.01	0.00	496.51	496.51	0.05	0.00	497.59
Total	**0.14**	**0.29**	**2.66**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**496.51**	**496.51**	**0.05**	**0.00**	**497.59**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.00	0.01	0.00	0.30	0.30	0.00	0.00	0.30
Vendor	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
Worker	0.01	0.01	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.70	9.70	0.00	0.00	9.71
Total	**0.01**	**0.01**	**0.09**	**0.00**	**0.13**	**0.00**	**0.13**	**0.01**	**0.00**	**0.01**	**0.00**	**10.00**	**10.00**	**0.00**	**0.00**	**10.01**

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.80	0.00	2.80	1.54	0.00	1.54	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.37	11.08	6.24	0.01		0.52	0.52		0.52	0.52	0.00	1,066.21	1,066.21	0.11	0.00	1,068.55
Total	**1.37**	**11.08**	**6.24**	**0.01**	**2.80**	**0.52**	**3.32**	**1.54**	**0.52**	**2.06**	**0.00**	**1,066.21**	**1,066.21**	**0.11**	**0.00**	**1,068.55**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.18	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	19.88	19.88	0.00	0.00	19.91
Total	**0.02**	**0.02**	**0.18**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**19.88**	**19.88**	**0.00**	**0.00**	**19.91**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.55	0.00	0.55	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.30	0.62	5.06	0.01		0.03	0.03		0.03	0.03	0.00	1,066.21	1,066.21	0.11	0.00	1,068.55
Total	**0.30**	**0.62**	**5.06**	**0.01**	**0.55**	**0.03**	**0.58**	**0.30**	**0.03**	**0.33**	**0.00**	**1,066.21**	**1,066.21**	**0.11**	**0.00**	**1,068.55**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.18	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	19.88	19.88	0.00	0.00	19.91
Total	**0.02**	**0.02**	**0.18**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**19.88**	**19.88**	**0.00**	**0.00**	**19.91**

3.4 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.35	0.00	4.35	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.48	4.06	1.93	0.00		0.17	0.17		0.17	0.17	0.00	439.30	439.30	0.04	0.00	440.12
Total	**0.48**	**4.06**	**1.93**	**0.00**	**4.35**	**0.17**	**4.52**	**1.56**	**0.17**	**1.73**	**0.00**	**439.30**	**439.30**	**0.04**	**0.00**	**440.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.13	5.13	0.00	0.00	5.14
Total	**0.00**	**0.00**	**0.05**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.13**	**5.13**	**0.00**	**0.00**	**5.14**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.85	0.00	0.85	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.12	0.26	1.98	0.00		0.01	0.01		0.01	0.01	0.00	439.30	439.30	0.04	0.00	440.12
Total	**0.12**	**0.26**	**1.98**	**0.00**	**0.85**	**0.01**	**0.86**	**0.30**	**0.01**	**0.31**	**0.00**	**439.30**	**439.30**	**0.04**	**0.00**	**440.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.13	5.13	0.00	0.00	5.14
Total	**0.00**	**0.00**	**0.05**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.13**	**5.13**	**0.00**	**0.00**	**5.14**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.35	0.00	4.35	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	4.74	38.93	18.95	0.04		1.59	1.59		1.59	1.59	0.00	4,557.75	4,557.75	0.38	0.00	4,565.75
Total	**4.74**	**38.93**	**18.95**	**0.04**	**4.35**	**1.59**	**5.94**	**1.56**	**1.59**	**3.15**	**0.00**	**4,557.75**	**4,557.75**	**0.38**	**0.00**	**4,565.75**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.04	0.05	0.44	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.00	51.94	51.94	0.00	0.00	52.01
Total	**0.04**	**0.05**	**0.44**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**51.94**	**51.94**	**0.00**	**0.00**	**52.01**

Mitigated Construction On-Site

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

Category	tons/yr										MT/yr					
Fugitive Dust					0.85	0.00	0.85	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.25	2.65	20.51	0.04		0.13	0.13		0.13	0.13	0.00	4,557.75	4,557.75	0.38	0.00	4,565.75
Total	**1.25**	**2.65**	**20.51**	**0.04**	**0.85**	**0.13**	**0.98**	**0.30**	**0.13**	**0.43**	**0.00**	**4,557.75**	**4,557.75**	**0.38**	**0.00**	**4,565.75**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.04	0.05	0.44	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.00	51.94	51.94	0.00	0.00	52.01
Total	**0.04**	**0.05**	**0.44**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**51.94**	**51.94**	**0.00**	**0.00**	**52.01**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.22	1.55	1.07	0.00		0.09	0.09		0.09	0.09	0.00	230.20	230.20	0.02	0.00	230.57
Total	**0.22**	**1.55**	**1.07**	**0.00**		**0.09**	**0.09**		**0.09**	**0.09**	**0.00**	**230.20**	**230.20**	**0.02**	**0.00**	**230.57**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.03	0.35	0.20	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	61.76	61.76	0.00	0.00	61.79
Worker	0.09	0.10	0.95	0.00	0.16	0.00	0.17	0.00	0.00	0.01	0.00	111.04	111.04	0.01	0.00	111.20
Total	**0.12**	**0.45**	**1.15**	**0.00**	**0.18**	**0.01**	**0.20**	**0.00**	**0.01**	**0.02**	**0.00**	**172.80**	**172.80**	**0.01**	**0.00**	**172.99**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.07	0.19	1.31	0.00		0.01	0.01		0.01	0.01	0.00	230.20	230.20	0.02	0.00	230.57
Total	**0.07**	**0.19**	**1.31**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**230.20**	**230.20**	**0.02**	**0.00**	**230.57**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.03	0.35	0.20	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	61.76	61.76	0.00	0.00	61.79
Worker	0.09	0.10	0.95	0.00	0.16	0.00	0.17	0.00	0.00	0.01	0.00	111.04	111.04	0.01	0.00	111.20
Total	**0.12**	**0.45**	**1.15**	**0.00**	**0.18**	**0.01**	**0.20**	**0.00**	**0.01**	**0.02**	**0.00**	**172.80**	**172.80**	**0.01**	**0.00**	**172.99**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.44	30.42	22.99	0.05		1.64	1.64		1.64	1.64	0.00	5,006.78	5,006.78	0.36	0.00	5,014.35
Total	**4.44**	**30.42**	**22.99**	**0.05**		**1.64**	**1.64**		**1.64**	**1.64**	**0.00**	**5,006.78**	**5,006.78**	**0.36**	**0.00**	**5,014.35**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.63	6.78	3.92	0.01	0.47	0.20	0.67	0.01	0.19	0.20	0.00	1,343.09	1,343.09	0.03	0.00	1,343.62
Worker	1.88	2.04	19.27	0.03	3.54	0.11	3.65	0.05	0.10	0.15	0.00	2,358.40	2,358.40	0.15	0.00	2,361.60
Total	**2.51**	**8.82**	**23.19**	**0.04**	**4.01**	**0.31**	**4.32**	**0.06**	**0.29**	**0.35**	**0.00**	**3,701.49**	**3,701.49**	**0.18**	**0.00**	**3,705.22**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.36	0.00	5,014.35
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.36**	**0.00**	**5,014.35**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.63	6.78	3.92	0.01	0.47	0.20	0.67	0.01	0.19	0.20	0.00	1,343.09	1,343.09	0.03	0.00	1,343.62
Worker	1.88	2.04	19.27	0.03	3.54	0.11	3.65	0.05	0.10	0.15	0.00	2,358.40	2,358.40	0.15	0.00	2,361.60
Total	**2.51**	**8.82**	**23.19**	**0.04**	**4.01**	**0.31**	**4.32**	**0.06**	**0.29**	**0.35**	**0.00**	**3,701.49**	**3,701.49**	**0.18**	**0.00**	**3,705.22**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.07	27.30	22.68	0.05		1.44	1.44		1.44	1.44	0.00	4,987.59	4,987.59	0.33	0.00	4,994.46
Total	**4.07**	**27.30**	**22.68**	**0.05**		**1.44**	**1.44**		**1.44**	**1.44**	**0.00**	**4,987.59**	**4,987.59**	**0.33**	**0.00**	**4,994.46**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.57	6.21	3.62	0.01	0.47	0.18	0.65	0.01	0.17	0.18	0.00	1,338.37	1,338.37	0.02	0.00	1,338.86
Worker	1.76	1.88	17.71	0.03	3.53	0.11	3.63	0.05	0.10	0.15	0.00	2,295.12	2,295.12	0.14	0.00	2,298.09
Total	**2.33**	**8.09**	**21.33**	**0.04**	**4.00**	**0.29**	**4.28**	**0.06**	**0.27**	**0.33**	**0.00**	**3,633.49**	**3,633.49**	**0.16**	**0.00**	**3,636.95**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.60	4.18	28.48	0.05		0.15	0.15		0.15	0.15	0.00	4,987.59	4,987.59	0.33	0.00	4,994.46
Total	**1.60**	**4.18**	**28.48**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**4,987.59**	**4,987.59**	**0.33**	**0.00**	**4,994.46**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.57	6.21	3.62	0.01	0.47	0.18	0.65	0.01	0.17	0.18	0.00	1,338.37	1,338.37	0.02	0.00	1,338.86
Worker	1.76	1.88	17.71	0.03	3.53	0.11	3.63	0.05	0.10	0.15	0.00	2,295.12	2,295.12	0.14	0.00	2,298.09
Total	**2.33**	**8.09**	**21.33**	**0.04**	**4.00**	**0.29**	**4.28**	**0.06**	**0.27**	**0.33**	**0.00**	**3,633.49**	**3,633.49**	**0.16**	**0.00**	**3,636.95**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

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

Off-Road	3.75	24.63	22.58	0.05		1.25	1.25		1.25	1.25	0.00	5,006.78	5,006.78	0.30	0.00	5,013.12
Total	**3.75**	**24.63**	**22.58**	**0.05**		**1.25**	**1.25**		**1.25**	**1.25**	**0.00**	**5,006.78**	**5,006.78**	**0.30**	**0.00**	**5,013.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.52	5.79	3.39	0.01	0.47	0.17	0.63	0.01	0.15	0.17	0.00	1,344.00	1,344.00	0.02	0.00	1,344.44
Worker	1.67	1.74	16.43	0.03	3.54	0.11	3.65	0.05	0.10	0.15	0.00	2,252.75	2,252.75	0.13	0.00	2,255.55
Total	**2.19**	**7.53**	**19.82**	**0.04**	**4.01**	**0.28**	**4.28**	**0.06**	**0.25**	**0.32**	**0.00**	**3,596.75**	**3,596.75**	**0.15**	**0.00**	**3,599.99**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.30	0.00	5,013.12
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.30**	**0.00**	**5,013.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.52	5.79	3.39	0.01	0.47	0.17	0.63	0.01	0.15	0.17	0.00	1,344.00	1,344.00	0.02	0.00	1,344.44
Worker	1.67	1.74	16.43	0.03	3.54	0.11	3.65	0.05	0.10	0.15	0.00	2,252.75	2,252.75	0.13	0.00	2,255.55
Total	**2.19**	**7.53**	**19.82**	**0.04**	**4.01**	**0.28**	**4.28**	**0.06**	**0.25**	**0.32**	**0.00**	**3,596.75**	**3,596.75**	**0.15**	**0.00**	**3,599.99**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.43	22.15	22.41	0.05		1.08	1.08		1.08	1.08	0.00	5,006.78	5,006.78	0.28	0.00	5,012.61
Total	**3.43**	**22.15**	**22.41**	**0.05**		**1.08**	**1.08**		**1.08**	**1.08**	**0.00**	**5,006.78**	**5,006.78**	**0.28**	**0.00**	**5,012.61**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.49	5.40	3.20	0.01	0.47	0.15	0.62	0.01	0.14	0.15	0.00	1,344.34	1,344.34	0.02	0.00	1,344.75
Worker	1.58	1.61	15.26	0.03	3.54	0.11	3.65	0.05	0.10	0.15	0.00	2,206.09	2,206.09	0.12	0.00	2,208.72
Total	**2.07**	**7.01**	**18.46**	**0.04**	**4.01**	**0.26**	**4.27**	**0.06**	**0.24**	**0.30**	**0.00**	**3,550.43**	**3,550.43**	**0.14**	**0.00**	**3,553.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.28	0.00	5,012.61
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.28**	**0.00**	**5,012.61**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.49	5.40	3.20	0.01	0.47	0.15	0.62	0.01	0.14	0.15	0.00	1,344.34	1,344.34	0.02	0.00	1,344.75

Worker	1.58	1.61	15.26	0.03	3.54	0.11	3.65	0.05	0.10	0.15	0.00	2,206.09	2,206.09	0.12	0.00	2,208.72
Total	**2.07**	**7.01**	**18.46**	**0.04**	**4.01**	**0.26**	**4.27**	**0.06**	**0.24**	**0.30**	**0.00**	**3,550.43**	**3,550.43**	**0.14**	**0.00**	**3,553.47**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.59	3.74	4.18	0.01		0.17	0.17		0.17	0.17	0.00	939.97	939.97	0.05	0.00	940.98
Total	**0.59**	**3.74**	**4.18**	**0.01**		**0.17**	**0.17**		**0.17**	**0.17**	**0.00**	**939.97**	**939.97**	**0.05**	**0.00**	**940.98**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.08	0.96	0.57	0.00	0.09	0.03	0.11	0.00	0.02	0.03	0.00	252.45	252.45	0.00	0.00	252.52
Worker	0.28	0.28	2.68	0.01	0.66	0.02	0.68	0.01	0.02	0.03	0.00	406.21	406.21	0.02	0.00	406.67
Total	**0.36**	**1.24**	**3.25**	**0.01**	**0.75**	**0.05**	**0.79**	**0.01**	**0.04**	**0.06**	**0.00**	**658.66**	**658.66**	**0.02**	**0.00**	**659.19**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.30	0.79	5.37	0.01		0.03	0.03		0.03	0.03	0.00	939.97	939.97	0.05	0.00	940.98
Total	**0.30**	**0.79**	**5.37**	**0.01**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**939.97**	**939.97**	**0.05**	**0.00**	**940.98**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.08	0.96	0.57	0.00	0.09	0.03	0.11	0.00	0.02	0.03	0.00	252.45	252.45	0.00	0.00	252.52
Worker	0.28	0.28	2.68	0.01	0.66	0.02	0.68	0.01	0.02	0.03	0.00	406.21	406.21	0.02	0.00	406.67
Total	**0.36**	**1.24**	**3.25**	**0.01**	**0.75**	**0.05**	**0.79**	**0.01**	**0.04**	**0.06**	**0.00**	**658.66**	**658.66**	**0.02**	**0.00**	**659.19**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	11.49					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.25	1.66	1.42	0.00		0.13	0.13		0.13	0.13	0.00	193.82	193.82	0.02	0.00	194.25
Total	**11.74**	**1.66**	**1.42**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**193.82**	**193.82**	**0.02**	**0.00**	**194.25**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.21	0.22	2.07	0.00	0.41	0.01	0.43	0.01	0.01	0.02	0.00	268.59	268.59	0.02	0.00	268.94
Total	**0.21**	**0.22**	**2.07**	**0.00**	**0.41**	**0.01**	**0.43**	**0.01**	**0.01**	**0.02**	**0.00**	**268.59**	**268.59**	**0.02**	**0.00**	**268.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.49					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Off-Road	0.06	0.11	1.39	0.00		0.01	0.01		0.01	0.01	0.00	193.82	193.82	0.02	0.00	194.25
Total	**11.55**	**0.11**	**1.39**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**193.82**	**193.82**	**0.02**	**0.00**	**194.25**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.21	0.22	2.07	0.00	0.41	0.01	0.43	0.01	0.01	0.02	0.00	268.59	268.59	0.02	0.00	268.94
Total	**0.21**	**0.22**	**2.07**	**0.00**	**0.41**	**0.01**	**0.43**	**0.01**	**0.01**	**0.02**	**0.00**	**268.59**	**268.59**	**0.02**	**0.00**	**268.94**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	19.74					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.39	2.61	2.42	0.00		0.20	0.20		0.20	0.20	0.00	332.80	332.80	0.03	0.00	333.47
Total	**20.13**	**2.61**	**2.42**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**332.80**	**332.80**	**0.03**	**0.00**	**333.47**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.33	0.35	3.29	0.01	0.71	0.02	0.73	0.01	0.02	0.03	0.00	450.96	450.96	0.03	0.00	451.52
Total	**0.33**	**0.35**	**3.29**	**0.01**	**0.71**	**0.02**	**0.73**	**0.01**	**0.02**	**0.03**	**0.00**	**450.96**	**450.96**	**0.03**	**0.00**	**451.52**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	19.74					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.19	2.39	0.00		0.01	0.01		0.01	0.01	0.00	332.80	332.80	0.03	0.00	333.47
Total	**19.85**	**0.19**	**2.39**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**332.80**	**332.80**	**0.03**	**0.00**	**333.47**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.33	0.35	3.29	0.01	0.71	0.02	0.73	0.01	0.02	0.03	0.00	450.96	450.96	0.03	0.00	451.52
Total	**0.33**	**0.35**	**3.29**	**0.01**	**0.71**	**0.02**	**0.73**	**0.01**	**0.02**	**0.03**	**0.00**	**450.96**	**450.96**	**0.03**	**0.00**	**451.52**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	19.74					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.35	2.39	2.40	0.00		0.17	0.17		0.17	0.17	0.00	332.80	332.80	0.03	0.00	333.39
Total	**20.09**	**2.39**	**2.40**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**	**0.00**	**332.80**	**332.80**	**0.03**	**0.00**	**333.39**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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

Vendor	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
Worker	0.32	0.32	3.05	0.01	0.71	0.02	0.73	0.01	0.02	0.03	0.00	441.62	441.62	0.03	0.00	442.14
Total	**0.32**	**0.32**	**3.05**	**0.01**	**0.71**	**0.02**	**0.73**	**0.01**	**0.02**	**0.03**	**0.00**	**441.62**	**441.62**	**0.03**	**0.00**	**442.14**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	19.74					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.19	2.39	0.00		0.01	0.01		0.01	0.01	0.00	332.80	332.80	0.03	0.00	333.39
Total	**19.85**	**0.19**	**2.39**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**332.80**	**332.80**	**0.03**	**0.00**	**333.39**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.32	0.32	3.05	0.01	0.71	0.02	0.73	0.01	0.02	0.03	0.00	441.62	441.62	0.03	0.00	442.14
Total	**0.32**	**0.32**	**3.05**	**0.01**	**0.71**	**0.02**	**0.73**	**0.01**	**0.02**	**0.03**	**0.00**	**441.62**	**441.62**	**0.03**	**0.00**	**442.14**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.71					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.41	0.45	0.00		0.03	0.03		0.03	0.03	0.00	62.48	62.48	0.00	0.00	62.58
Total	**3.77**	**0.41**	**0.45**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**62.48**	**62.48**	**0.00**	**0.00**	**62.58**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.06	0.06	0.54	0.00	0.13	0.00	0.14	0.00	0.00	0.01	0.00	81.31	81.31	0.00	0.00	81.41
Total	**0.06**	**0.06**	**0.54**	**0.00**	**0.13**	**0.00**	**0.14**	**0.00**	**0.00**	**0.01**	**0.00**	**81.31**	**81.31**	**0.00**	**0.00**	**81.41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.71					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.04	0.45	0.00		0.00	0.00		0.00	0.00	0.00	62.48	62.48	0.00	0.00	62.58
Total	**3.73**	**0.04**	**0.45**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**62.48**	**62.48**	**0.00**	**0.00**	**62.58**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.06	0.06	0.54	0.00	0.13	0.00	0.14	0.00	0.00	0.01	0.00	81.31	81.31	0.00	0.00	81.41
Total	**0.06**	**0.06**	**0.54**	**0.00**	**0.13**	**0.00**	**0.14**	**0.00**	**0.00**	**0.01**	**0.00**	**81.31**	**81.31**	**0.00**	**0.00**	**81.41**

3.7 Paving - 2018

Unmitigated Construction On-Site

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

Off-Road	1.04	6.43	5.23	0.01		0.52	0.52		0.52	0.52	0.00	687.99	687.99	0.09	0.00	689.78
Paving	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.08**	**6.43**	**5.23**	**0.01**		**0.52**	**0.52**		**0.52**	**0.52**	**0.00**	**687.99**	**687.99**	**0.09**	**0.00**	**689.78**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	30.35	30.35	0.00	0.00	30.39
Total	**0.02**	**0.02**	**0.22**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**30.35**	**30.35**	**0.00**	**0.00**	**30.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.23	0.40	4.94	0.01		0.02	0.02		0.02	0.02	0.00	687.99	687.99	0.09	0.00	689.78
Paving	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.27**	**0.40**	**4.94**	**0.01**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**687.99**	**687.99**	**0.09**	**0.00**	**689.78**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	30.35	30.35	0.00	0.00	30.39
Total	**0.02**	**0.02**	**0.22**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**30.35**	**30.35**	**0.00**	**0.00**	**30.39**

3.7 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.98	6.04	5.21	0.01		0.47	0.47		0.47	0.47	0.00	690.64	690.64	0.08	0.00	692.31
Paving	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.02**	**6.04**	**5.21**	**0.01**		**0.47**	**0.47**		**0.47**	**0.47**	**0.00**	**690.64**	**690.64**	**0.08**	**0.00**	**692.31**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.21	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	29.84	29.84	0.00	0.00	29.87
Total	**0.02**	**0.02**	**0.21**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**29.84**	**29.84**	**0.00**	**0.00**	**29.87**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.23	0.40	4.96	0.01		0.02	0.02		0.02	0.02	0.00	690.64	690.64	0.08	0.00	692.31
Paving	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.27**	**0.40**	**4.96**	**0.01**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**690.64**	**690.64**	**0.08**	**0.00**	**692.31**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.21	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	29.84	29.84	0.00	0.00	29.87
Total	**0.02**	**0.02**	**0.21**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**29.84**	**29.84**	**0.00**	**0.00**	**29.87**

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.52	3.20	2.94	0.00		0.24	0.24		0.24	0.24	0.00	391.63	391.63	0.04	0.00	392.51
Paving	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.54**	**3.20**	**2.94**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**	**0.00**	**391.63**	**391.63**	**0.04**	**0.00**	**392.51**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.11	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	16.59	16.59	0.00	0.00	16.61
Total	**0.01**	**0.01**	**0.11**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**16.59**	**16.59**	**0.00**	**0.00**	**16.61**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.13	0.23	2.81	0.00		0.01	0.01		0.01	0.01	0.00	391.63	391.63	0.04	0.00	392.51
Paving	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.15**	**0.23**	**2.81**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**391.63**	**391.63**	**0.04**	**0.00**	**392.51**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.11	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	16.59	16.59	0.00	0.00	16.61
Total	**0.01**	**0.01**	**0.11**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**16.59**	**16.59**	**0.00**	**0.00**	**16.61**

4.0 Mobile Detail

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	80.54	352.25	694.87	1.62	156.13	12.98	169.11	2.75	11.91	14.66	0.00	151,122.07	151,122.07	4.34	0.00	151,213.14
Unmitigated	80.54	352.25	694.87	1.62	156.13	12.98	169.11	2.75	11.91	14.66	0.00	151,122.07	151,122.07	4.34	0.00	151,213.14
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,071.22	5,071.22	5071.22	43,491,448	43,491,448
City Park	76.03	76.03	76.03	70,877	70,877
Condo/Townhouse	10,748.50	10,748.50	10748.50	92,180,546	92,180,546
Elementary School	1,389.33	0.00	0.00	1,855,436	1,855,436

General Office Building	772.80	165.90	68.60	4,717,184	4,717,184
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	1,820.23	1,820.23	1820.23	15,610,531	15,610,531
Strip Mall	24,388.00	24,388.00	24388.00	114,920,207	114,920,207
Total	45,665.79	42,269.88	42,172.58	274,636,861	274,636,861

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	13.00	34.00	34.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	11.00	26.00	26.00	16.60	64.40	19.00

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	13,205.01	13,205.01	0.30	0.11	13,246.77
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	13,205.01	13,205.01	0.30	0.11	13,246.77

NaturalGas Mitigated	0.39	3.33	1.48	0.02		0.00	0.27		0.00	0.27	0.00	3,850.54	3,850.54	0.07	0.07	3,873.97
NaturalGas Unmitigated	0.39	3.33	1.48	0.02		0.00	0.27		0.00	0.27	0.00	3,850.54	3,850.54	0.07	0.07	3,873.97
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Apartments Low Rise	1.37054e+007	0.07	0.63	0.27	0.00		0.00	0.05		0.00	0.05	0.00	731.37	731.37	0.01	0.01	735.82
City Park	0	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
Condo/Townhouse	4.77778e+007	0.26	2.20	0.94	0.01		0.00	0.18		0.00	0.18	0.00	2,549.61	2,549.61	0.05	0.05	2,565.12
Elementary School	822073	0.00	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	43.87	43.87	0.00	0.00	44.14
General Office Building	255500	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.63	13.63	0.00	0.00	13.72
Junior High School	927364	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.49	49.49	0.00	0.00	49.79
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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
Single Family Housing	7.74024e+006	0.04	0.36	0.15	0.00		0.00	0.03		0.00	0.03	0.00	413.05	413.05	0.01	0.01	415.56
Strip Mall	928000	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.52	49.52	0.00	0.00	49.82
Total		**0.39**	**3.34**	**1.48**	**0.01**		**0.00**	**0.26**		**0.00**	**0.26**	**0.00**	**3,850.54**	**3,850.54**	**0.07**	**0.07**	**3,873.97**

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	tons/yr										MT/yr					
Apartments Low Rise	1.37054e+007	0.07	0.63	0.27	0.00		0.00	0.05		0.00	0.05	0.00	731.37	731.37	0.01	0.01	735.82
City Park	0	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
Condo/Townhouse	4.77778e+007	0.26	2.20	0.94	0.01		0.00	0.18		0.00	0.18	0.00	2,549.61	2,549.61	0.05	0.05	2,565.12
Elementary School	822073	0.00	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	43.87	43.87	0.00	0.00	44.14
General Office Building	255500	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.63	13.63	0.00	0.00	13.72

Junior High School	927364	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.49	49.49	0.00	0.00	49.79
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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
Single Family Housing	7.74024e+006	0.04	0.36	0.15	0.00		0.00	0.03		0.00	0.03	0.00	413.05	413.05	0.01	0.01	415.56
Strip Mall	928000	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.52	49.52	0.00	0.00	49.82
Total		**0.39**	**3.34**	**1.48**	**0.01**		**0.00**	**0.26**		**0.00**	**0.26**	**0.00**	**3,850.54**	**3,850.54**	**0.07**	**0.07**	**3,873.97**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	3.64076e+006					2,098.79	0.05	0.02	2,105.43
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	9.13665e+006					5,267.01	0.12	0.05	5,283.67
Elementary School	818471					471.82	0.01	0.00	473.32
General Office Building	748300					431.37	0.01	0.00	432.74
Junior High School	923301					532.26	0.01	0.00	533.94
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	1.37517e+006					792.74	0.02	0.01	795.25
Strip Mall	6.264e+006					3,611.01	0.08	0.03	3,622.43
Total						**13,205.00**	**0.30**	**0.11**	**13,246.78**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	3.64076e+006					2,098.79	0.05	0.02	2,105.43

City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	9.13665e+006					5,267.01	0.12	0.05	5,283.67
Elementary School	818471					471.82	0.01	0.00	473.32
General Office Building	748300					431.37	0.01	0.00	432.74
Junior High School	923301					532.26	0.01	0.00	533.94
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	1.37517e+006					792.74	0.02	0.01	795.25
Strip Mall	6.264e+006					3,611.01	0.08	0.03	3,622.43
Total						**13,205.00**	**0.30**	**0.11**	**13,246.78**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	20.07	0.50	43.60	0.00		0.00	0.25		0.00	0.25	0.00	189.16	189.16	0.07	0.00	191.33
Unmitigated	21.14	0.50	43.60	0.00		0.00	0.25		0.00	0.25	0.00	189.16	189.16	0.07	0.00	191.33
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	5.47					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	14.33					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.01	0.00	0.00	0.00		0.00	0.01		0.00	0.01	0.00	118.15	118.15	0.00	0.00	118.87
Landscaping	1.33	0.50	43.60	0.00		0.00	0.24		0.00	0.24	0.00	71.01	71.01	0.07	0.00	72.47
Total	**21.14**	**0.50**	**43.60**	**0.00**		**0.00**	**0.25**		**0.00**	**0.25**	**0.00**	**189.16**	**189.16**	**0.07**	**0.00**	**191.34**

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	5.47					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	13.26					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.01	0.00	0.00	0.00		0.00	0.01		0.00	0.01	0.00	118.15	118.15	0.00	0.00	118.87
Landscaping	1.33	0.50	43.60	0.00		0.00	0.24		0.00	0.24	0.00	71.01	71.01	0.07	0.00	72.47
Total	**20.07**	**0.50**	**43.60**	**0.00**		**0.00**	**0.25**		**0.00**	**0.25**	**0.00**	**189.16**	**189.16**	**0.07**	**0.00**	**191.34**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					2,733.05	6.46	0.18	2,925.15

Unmitigated					3,036.72	7.18	0.20	3,250.17
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	53.0354 / 33.4353					612.83	1.63	0.05	661.21
City Park	0 / 45.7529					293.03	0.01	0.00	293.96
Condo/Townhouse	120.535 / 75.9894					1,392.79	3.71	0.10	1,502.75
Elementary School	2.61091 / 6.71376					62.63	0.08	0.00	65.11
General Office Building	12.4414 / 7.62535					142.36	0.38	0.01	153.71
Junior High School	2.09454 / 5.38597					50.24	0.07	0.00	52.23
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Single Family Housing	12.4444 / 7.84539					143.80	0.38	0.01	155.15
Strip Mall	29.629 / 18.1597					339.04	0.91	0.03	366.06
Total						**3,036.72**	**7.17**	**0.20**	**3,250.18**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	47.7318 / 30.0918					551.55	1.47	0.04	595.09
City Park	0 / 41.1776					263.73	0.01	0.00	264.56
Condo/Townhouse	108.481 / 68.3905					1,253.52	3.34	0.09	1,352.47
Elementary School	2.34982 / 6.04238					56.36	0.07	0.00	58.60
General Office Building	11.1972 / 6.86282					128.13	0.34	0.01	138.34
Junior High School	1.88509 / 4.84737					45.22	0.06	0.00	47.01

Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Single Family Housing	11.2 / 7.06086					129.42	0.34	0.01	139.63
Strip Mall	26.6661 / 16.3437					305.14	0.82	0.02	329.45
Total						**2,733.07**	**6.45**	**0.17**	**2,925.15**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					493.12	29.14	0.00	1,105.12
Unmitigated					493.12	29.14	0.00	1,105.12
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	374.44					76.01	4.49	0.00	170.34
City Park	3.3					0.67	0.04	0.00	1.50
Condo/Townhouse	851					172.75	10.21	0.00	387.13
Elementary School	196.55					39.90	2.36	0.00	89.41
General Office Building	65.1					13.21	0.78	0.00	29.62
Junior High School	157.68					32.01	1.89	0.00	71.73

Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	361.21					73.32	4.33	0.00	164.32
Strip Mall	420					85.26	5.04	0.00	191.06
Total						**493.13**	**29.14**	**0.00**	**1,105.11**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	374.44					76.01	4.49	0.00	170.34
City Park	3.3					0.67	0.04	0.00	1.50
Condo/Townhouse	851					172.75	10.21	0.00	387.13
Elementary School	196.55					39.90	2.36	0.00	89.41
General Office Building	65.1					13.21	0.78	0.00	29.62
Junior High School	157.68					32.01	1.89	0.00	71.73
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	361.21					73.32	4.33	0.00	164.32
Strip Mall	420					85.26	5.04	0.00	191.06
Total						**493.13**	**29.14**	**0.00**	**1,105.11**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			

Unmitigated					-2,001.10	0.00	0.00	-2,001.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Grassland	755 / 225					-2,284.30	0.00	0.00	-2,284.30
Total						**-2,284.30**	**0.00**	**0.00**	**-2,284.30**

9.1 Net New Trees

Species Class

	Number of Trees	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
		tons				MT			
Miscellaneous	400					283.20	0.00	0.00	283.20
Total						**283.20**	**0.00**	**0.00**	**283.20**

CalEEMod Input Parameters

La Entrada Specific Plan - Phases III - IV **CLA1201A**

Land Use Type	Land Use SubType	Land Use Unit Amount	Land Use Size Metric	Lot Acreage	Land Use Square Feet	Population
Commercial	General Office Building	70	1000sqft	9.2	70,000	0
Educational	Elementary School	3399	Student	61.5	284,168	0
Educational	Junior High School	864	Student	81.3	101,573	0
Parking	Other Asphalt Surfaces	50	Acre	50	0	0
Parking	Other Non-Asphalt Surfaces	330	Acre	330	0	0
Parking	Parking Lot	20	Acre	20	0	0
Recreational	City Park	71.2	Acre	71.2	0	0
Residential	Apartments Low Rise	953	Dwelling Unit	45.2	953,000	2,726
Residential	Condo/Townhouse	2343	Dwelling Unit	306.9	2,343,000	6,701
Residential	Single Family Housing	1840	Dwelling Unit	440	3,312,000	5,262
Retail	Strip Mall	622	1000sqft	32.6	622,000	0
				1,447.9	7,685,741	14,689

Opening Year:	2030	
Climate Zone:	15	
Utility Company:	Imperial Irrigation District	
CO_2 Intensity Factor	1270.9	(lb/MWh)
CH_4 Intensity Factor	0.029	(lb/MWh)
N_2O Intensity Factor	0.011	(lb/MWh)
Total Population	14689	

Construction

PhaseNumber	PhaseName	Phase Start Date	Phase End Date	Number of Days/Week	NumDays	NumMonths	Notes
1	Demolition	01/02/2024	04/23/2024	5	81	3.7	0
2	Site Preparation	04/24/2024	11/26/2024	5	155	7.0	0
3	Grading	11/27/2024	12/12/2025	5	273	12.4	0
4	Building Construction	12/13/2025	03/07/2030	5	1104	50.2	0
5	Architectural Coating	06/01/2027	03/07/2030	5	723	32.9	0
6	Paving	01/02/2028	07/25/2030	5	669	30.4	0

Demolition Amount	Unit
80	Ton of Debris

Phase Name	OffRoad Equipment Type	OffRoad Equipment Unit Amount	Usage Hours	Horse Power	Load Factor	Mitigation	Number Of Equipment Mitigated
Demolition	Concrete/Industrial Saws	4	8	81	0.73	Tier 4 Final	4
Demolition	Excavators	3	8	157	0.57	Tier 4 Final	3
Demolition	Rubber Tired Dozers	4	8	358	0.59	Tier 4 Final	13
Site Preparation	Rubber Tired Dozers	6	8	358	0.59	Tier 4 Final	13
Site Preparation	Tractors/Loaders/Backhoes	6	8	75	0.55	Tier 4 Final	24
Grading	Graders	2	8	162	0.61	Tier 4 Final	2
Grading	Rubber Tired Dozers	3	8	358	0.59	Tier 4 Final	13
Grading	Scrapers	12	8	356	0.72	Tier 4 Final	12
Grading	Tractors/Loaders/Backhoes	3	8	75	0.55	Tier 4 Final	24
Building Construction	Cranes	2	7	208	0.43	Tier 4 Final	2
Building Construction	Forklifts	15	8	149	0.3	Tier 4 Final	15
Building Construction	Generator Sets	10	8	84	0.74	Tier 4 Final	10
Building Construction	Other Construction Equipment	10	8	327	0.62	Tier 4 Final	10
Building Construction	Tractors/Loaders/Backhoes	15	7	75	0.55	Tier 4 Final	24
Building Construction	Welders	10	8	46	0.45	Tier 4 Final	24
Architectural Coating	Air Compressors	10	6	78	0.48	Tier 4 Final	10
Paving	Pavers	4	8	89	0.62	Tier 4 Final	4
Paving	Paving Equipment	4	8	82	0.53	Tier 4 Final	4
Paving	Rollers	4	8	84	0.56	Tier 4 Final	4

Architectural Coating Parameters	
Residential Interior VOC (g/L)	250
Residential Interior Area (sqft)	13381200
Residential Exterior VOC (g/L)	250
Residential Exterior Area (sqft)	4460400
Non-Residential Interior VOC (g/L)	250
Non-Residential Interior Area (sqft)	1,616,612
Non-Residential Exterior VOC (g/L)	250
Non-Residential Exterior Area (sqft)	538,871

Phase Name	Number of Worker Trips	Number of Vendor Trips	Number of Haul Trips	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Demolition	28	0	8	10.8	7.3	20
Site Preparation	30	0	0	10.8	7.3	20
Grading	50	0	0	10.8	7.3	20
Building Construction	3419	726	0	10.8	7.3	20
Architectural Coating	684	0	0	10.8	7.3	20
Paving	30	0	0	10.8	7.3	20

Phase	Soil Imported	Soil Exported	Units	Acres of Grading
Site Preparatio	0	0		0.0
Grading	0	0	0	3549.0

Construction Dust Mitigation

Water per Day	PM_{10} % Reduction	$PM_{2.5}$ % Reduction	Unpaved Road Vehicle Speed
3	61	61	15

Operations

Vehicle Trips Land Use SubType	Vehicle Trips Land Use Size Metric	Trip Rate (/size/day) Weekday	Saturday	Sunday	Residential Trip Length (miles) H-W	H-S	H-O	Nonresidential Trip Len. (miles) C-C	C-W	C-NW	Primary Trip %	Divert Trip %	Pass-By %	Total Trip check
Apartments Low Rise	Dwelling Unit	3.71	3.71	3.71	10.8	7.3	7.5	0	0	0	86	11	3	3,536
City Park	Acre	0	0	0	0	0	0	7.3	9.5	7.3	66	28	6	0
Condo/Townhouse	Dwelling Unit	3.46	3.46	3.46	10.8	7.3	7.5	0	0	0	86	11	3	8,107
Elementary School	Student	0.24	0	0	0	0	0	7.3	9.5	7.3	63	25	12	583
General Office Building	1000sqft	6.6	2.37	0.98	0	0	0	7.3	9.5	7.3	77	19	4	364
Junior High School	Student	0.29	0	0	0	0	0	7.3	9.5	7.3	63	25	12	179
Other Asphalt Surfaces	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0
Other Non-Asphalt Surfaces	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0
Parking Lot	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0
Single Family Housing	Dwelling Unit	5.67	5.67	5.67	10.8	7.3	7.5	0	0	0	86	11	3	10,433
Strip Mall	1000sqft	2.93	2.93	2.93	0	0	0	7.3	9.5	7.3	45	40	15	1,822

	Residential Trip Percentage			Nonresidential Trip Percentage			Energy Use (kWhr/size/yr) or (kBTU/size/yr)					Water Use (gal/yr)		Solid Waste (tons/yr)
	H-W	H-S	H-O	C-C	C-W	C-NW	Title 24 Electricity	NonTitle24 Elelctricity	Lighting Electricity	Title 24 NatGas	NonTitle24 NatGas	Indoor	Outdoor	
Apartments Low Rise	40.2	19.2	40.6	0	0	0	1,197	2,399	876.36	14,081	2,756	62,091,786	39,144,822	438.38
City Park	0	0	0	48	33	19	0	0	0	0	0	0	84,833,472	6.12
Condo/Townhouse	40.2	19.2	40.6	0	0	0	979.54	2,943	1,016	22,445	3,381	152,655,882	96,239,578	1,078
Elementary School	0	0	0	30	65	5	3.4	1.49	14,276	24,949	1.79	8,239,992	21,188,550	620.32
General Office Building	0	0	0	48	33	19	3.75	2.79	4.15	3.65	0	12,441,362	7,625,351	65.1
Junior High School	0	0	0	22.2	72.8	5	3.4	1.49	4.2	7.34	1.79	2,094,543	5,385,969	157.68
Other Asphalt Surfaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Non-Asphalt Surfaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Housing	40.2	19.2	40.6	0	0	0	1,245	4,476	1,478	34,585	5,940	119,883,407	75,578,670	2,157
Strip Mall	0	0	0	64.4	16.6	19	5.6	2.44	7.62	2.02	0.3	46,073,108	28,238,357	653.1

Fleet Mix	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	Total
Annual	41.84%	10.30%	18.94%	9.56%	1.10%	0.46%	1.02%	15.64%	0.10%	0.05%	0.56%	0.11%	0.31%	100.00%
Summer	41.84%	10.30%	18.94%	9.56%	1.10%	0.46%	1.02%	15.64%	0.10%	0.05%	0.56%	0.11%	0.31%	100.00%
Winter	41.84%	10.30%	18.94%	9.56%	1.10%	0.46%	1.02%	15.64%	0.10%	0.05%	0.56%	0.11%	0.31%	100.00%

La Entrada Specific Plan - Phase 1 thru 4

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	70	1000sqft
Elementary School	3399	Student
Junior High School	864	Student
Other Asphalt Surfaces	112	Acre
Other Non-Asphalt Surfaces	210	Acre
Parking Lot	70	Acre
City Park	74.5	Acre
Apartments Low Rise	814	Dwelling Unit
Condo/Townhouse	2482	Dwelling Unit
Single Family Housing	1840	Dwelling Unit
Strip Mall	400	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Project area has no winter

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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	24.11	142.87	112.40	0.37	36.52	5.42	39.17	19.87	5.41	22.51	0.00	40,780.20	0.00	2.15	0.00	40,825.41
2025	39.11	160.82	340.74	0.95	50.04	5.89	55.92	9.94	5.67	14.88	0.00	88,841.38	0.00	3.06	0.00	88,905.70
2026	39.11	160.82	340.74	0.95	50.04	5.89	55.92	0.75	5.67	6.43	0.00	88,841.38	0.00	3.06	0.00	88,905.70
2027	357.31	175.01	387.50	1.05	58.78	6.66	65.45	0.87	6.43	7.30	0.00	97,148.84	0.00	3.48	0.00	97,221.99
2028	363.14	206.25	427.65	1.12	59.17	8.58	67.76	0.87	8.35	9.23	0.00	103,230.21	0.00	3.94	0.00	103,312.99
2029	363.14	206.25	427.65	1.12	59.17	8.58	67.76	0.87	8.35	9.23	0.00	103,230.21	0.00	3.94	0.00	103,312.99
2030	355.14	161.64	393.82	1.11	59.17	5.65	64.83	0.87	5.43	6.31	0.00	101,210.07	0.00	3.31	0.00	101,279.67

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	10.27	21.52	167.00	0.37	7.44	1.08	7.95	3.88	1.08	4.29	0.00	40,780.20	0.00	2.15	0.00	40,825.41
2025	33.91	100.56	391.83	0.95	50.04	3.84	53.88	1.95	3.63	4.38	0.00	88,841.38	0.00	3.06	0.00	88,905.70
2026	33.91	100.56	391.83	0.95	50.04	3.84	53.88	0.75	3.63	4.38	0.00	88,841.38	0.00	3.06	0.00	88,905.70
2027	351.25	104.79	438.83	1.05	58.78	4.18	62.96	0.87	3.94	4.81	0.00	97,148.84	0.00	3.48	0.00	97,221.99
2028	353.86	108.00	478.10	1.12	59.17	4.34	63.52	0.87	4.11	4.98	0.00	103,230.21	0.00	3.94	0.00	103,312.99
2029	353.86	108.00	478.10	1.12	59.17	4.34	63.52	0.87	4.11	4.98	0.00	103,230.21	0.00	3.94	0.00	103,312.99
2030	350.34	100.34	445.66	1.11	59.17	4.21	63.38	0.87	3.99	4.86	0.00	101,210.07	0.00	3.31	0.00	101,279.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	234.62	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94
Energy	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
Mobile	576.87	2,405.60	4,778.93	15.23	1,499.06	87.20	1,586.26	25.05	82.78	107.82		#########		36.07		#########
Total	**816.13**	**2,450.25**	**5,223.88**	**15.50**	**1,499.06**	**87.20**	**1,591.90**	**25.05**	**82.78**	**113.46**	**0.00**	#########		**37.79**	**0.95**	#########

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	222.68	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94

Energy	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
Mobile	576.87	2,405.60	4,778.93	15.23	1,499.06	87.20	1,586.26	25.05	82.78	107.82		#########		36.07		#########
Total	**804.19**	**2,450.25**	**5,223.88**	**15.50**	**1,499.06**	**87.20**	**1,591.90**	**25.05**	**82.78**	**113.46**	**0.00**	**#########**		**37.79**	**0.95**	**#########**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00						0.00
Off-Road	8.62	54.90	55.27	0.13		2.25	2.25		2.25	2.25		13,517.44		0.76		13,533.44
Total	**8.62**	**54.90**	**55.27**	**0.13**	**0.02**	**2.25**	**2.27**	**0.00**	**2.25**	**2.25**		**13,517.44**		**0.76**		**13,533.44**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	4.89	0.00	4.89	0.47	0.00	0.47		8.30		0.00		8.30
Vendor	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
Worker	0.15	0.12	1.26	0.00	0.37	0.01	0.38	0.00	0.01	0.02		232.59		0.01		232.83
Total	**0.15**	**0.14**	**1.27**	**0.00**	**5.26**	**0.01**	**5.27**	**0.47**	**0.01**	**0.49**		**240.89**		**0.01**		**241.13**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.46	7.14	65.68	0.13		0.36	0.36		0.36	0.36	0.00	13,517.44		0.76		13,533.44
Total	**3.46**	**7.14**	**65.68**	**0.13**	**0.00**	**0.36**	**0.36**	**0.00**	**0.36**	**0.36**	**0.00**	**13,517.44**		**0.76**		**13,533.44**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	3.07	0.00	3.07	0.29	0.00	0.29		8.30		0.00		8.30
Vendor	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
Worker	0.15	0.12	1.26	0.00	0.37	0.01	0.38	0.00	0.01	0.02		232.59		0.01		232.83
Total	**0.15**	**0.14**	**1.27**	**0.00**	**3.44**	**0.01**	**3.45**	**0.29**	**0.01**	**0.31**		**240.89**		**0.01**		**241.13**

3.3 Site Preparation - 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					36.13	0.00	36.13	19.86	0.00	19.86						0.00
Off-Road	10.48	68.68	53.38	0.14		2.63	2.63		2.63	2.63		15,169.23		0.93		15,188.68
Total	**10.48**	**68.68**	**53.38**	**0.14**	**36.13**	**2.63**	**38.76**	**19.86**	**2.63**	**22.49**		**15,169.23**		**0.93**		**15,188.68**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.16	0.13	1.35	0.00	0.39	0.01	0.40	0.01	0.01	0.02		249.20		0.01		249.46
Total	**0.16**	**0.13**	**1.35**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**249.20**		**0.01**		**249.46**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	3.87	8.01	65.26	0.14		0.40	0.40		0.40	0.40	0.00	15,169.23		0.93		15,188.68
Total	**3.87**	**8.01**	**65.26**	**0.14**	**7.05**	**0.40**	**7.45**	**3.87**	**0.40**	**4.27**	**0.00**	**15,169.23**		**0.93**		**15,188.68**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.16	0.13	1.35	0.00	0.39	0.01	0.40	0.01	0.01	0.02		249.20		0.01		249.46
Total	**0.16**	**0.13**	**1.35**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**249.20**		**0.01**		**249.46**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	23.85	142.65	110.16	0.36		5.40	5.40		5.40	5.40		40,364.86		2.13		40,409.64
Total	**23.85**	**142.65**	**110.16**	**0.36**	**31.85**	**5.40**	**37.25**	**9.93**	**5.40**	**15.33**		**40,364.86**		**2.13**		**40,409.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.26	0.22	2.24	0.01	0.65	0.02	0.67	0.01	0.02	0.03		415.34		0.02		415.77
Total	**0.26**	**0.22**	**2.24**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**415.34**		**0.02**		**415.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		2.13		40,409.64
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**2.13**		**40,409.64**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.26	0.22	2.24	0.01	0.65	0.02	0.67	0.01	0.02	0.03		415.34		0.02		415.77
Total	**0.26**	**0.22**	**2.24**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**415.34**		**0.02**		**415.77**

3.4 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					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	22.85	130.01	107.87	0.36		4.92	4.92		4.92	4.92		40,364.86		2.06		40,408.07
Total	**22.85**	**130.01**	**107.87**	**0.36**	**31.85**	**4.92**	**36.77**	**9.93**	**4.92**	**14.85**		**40,364.86**		**2.06**		**40,408.07**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.25	0.20	2.14	0.01	0.65	0.02	0.67	0.01	0.02	0.03		410.12		0.02		410.53
Total	**0.25**	**0.20**	**2.14**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**410.12**		**0.02**		**410.53**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		2.06		40,408.07
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**2.06**		**40,408.07**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.25	0.20	2.14	0.01	0.65	0.02	0.67	0.01	0.02	0.03		410.12		0.02		410.53
Total	**0.25**	**0.20**	**2.14**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**410.12**		**0.02**		**410.53**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39

Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.65	54.67	29.31	0.18	6.34	1.40	7.74	0.16	1.29	1.45		19,077.06		0.21		19,081.39
Worker	16.91	13.72	143.37	0.36	43.70	1.31	45.00	0.59	1.21	1.80		27,461.40		1.33		27,489.41
Total	**21.56**	**68.39**	**172.68**	**0.54**	**50.04**	**2.71**	**52.74**	**0.75**	**2.50**	**3.25**		**46,538.46**		**1.54**		**46,570.80**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.26	50.31	27.16	0.18	6.34	1.27	7.61	0.16	1.17	1.33		19,081.85		0.19		19,085.81
Worker	14.33	10.99	118.31	0.35	43.70	1.31	45.00	0.59	1.21	1.80		25,786.62		1.15		25,810.80
Total	**18.59**	**61.30**	**145.47**	**0.53**	**50.04**	**2.58**	**52.61**	**0.75**	**2.38**	**3.13**		**44,868.47**		**1.34**		**44,896.61**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.26	50.31	27.16	0.18	6.34	1.27	7.61	0.16	1.17	1.33		19,081.85		0.19		19,085.81
Worker	14.33	10.99	118.31	0.35	43.70	1.31	45.00	0.59	1.21	1.80		25,786.62		1.15		25,810.80

Total	**18.59**	**61.30**	**145.47**	**0.53**	**50.04**	**2.58**	**52.61**	**0.75**	**2.38**	**3.13**		**44,868.47**		**1.34**		**44,896.61**

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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.71	11.44	18.07	0.03		0.51	0.51		0.51	0.51		2,811.90		0.15		2,815.12
Total	**314.82**	**11.44**	**18.07**	**0.03**		**0.51**	**0.51**		**0.51**	**0.51**		**2,811.90**		**0.15**		**2,815.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.38	2.74	28.69	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,495.56		0.27		5,501.17
Total	**3.38**	**2.74**	**28.69**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,495.56**		**0.27**		**5,501.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.15		2,815.12
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.15**		**2,815.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.38	2.74	28.69	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,495.56		0.27		5,501.17
Total	**3.38**	**2.74**	**28.69**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,495.56**		**0.27**		**5,501.17**

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.71	11.44	18.07	0.03		0.51	0.51		0.51	0.51		2,811.90		0.15		2,815.12
Total	**314.82**	**11.44**	**18.07**	**0.03**		**0.51**	**0.51**		**0.51**	**0.51**		**2,811.90**		**0.15**		**2,815.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.38	2.74	28.69	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,495.56		0.27		5,501.17
Total	**3.38**	**2.74**	**28.69**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,495.56**		**0.27**		**5,501.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00

Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.15		2,815.12
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.15**		**2,815.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.38	2.74	28.69	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,495.56		0.27		5,501.17
Total	**3.38**	**2.74**	**28.69**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,495.56**		**0.27**		**5,501.17**

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.71	11.44	18.07	0.03		0.51	0.51		0.51	0.51		2,811.90		0.15		2,815.12
Total	**314.82**	**11.44**	**18.07**	**0.03**		**0.51**	**0.51**		**0.51**	**0.51**		**2,811.90**		**0.15**		**2,815.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.38	2.74	28.69	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,495.56		0.27		5,501.17
Total	**3.38**	**2.74**	**28.69**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,495.56**		**0.27**		**5,501.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.15		2,815.12
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.15**		**2,815.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.38	2.74	28.69	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,495.56		0.27		5,501.17
Total	**3.38**	**2.74**	**28.69**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,495.56**		**0.27**		**5,501.17**

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**314.42**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

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

Vendor	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
Worker	2.87	2.20	23.68	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,160.40		0.23		5,165.24
Total	**2.87**	**2.20**	**23.68**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,160.40**		**0.23**		**5,165.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.87	2.20	23.68	0.07	8.74	0.26	9.01	0.12	0.24	0.36		5,160.40		0.23		5,165.24
Total	**2.87**	**2.20**	**23.68**	**0.07**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**5,160.40**		**0.23**		**5,165.24**

3.7 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.97	31.12	38.86	0.06		1.91	1.91		1.91	1.91		5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**5.68**	**31.12**	**38.86**	**0.06**		**1.91**	**1.91**		**1.91**	**1.91**		**5,835.29**		**0.45**		**5,844.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.15	0.12	1.28	0.00	0.39	0.01	0.40	0.01	0.01	0.02		246.07		0.01		246.32
Total	**0.15**	**0.12**	**1.28**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**246.07**		**0.01**		**246.32**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.45**		**5,844.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.15	0.12	1.28	0.00	0.39	0.01	0.40	0.01	0.01	0.02		246.07		0.01		246.32
Total	**0.15**	**0.12**	**1.28**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**246.07**		**0.01**		**246.32**

3.7 Paving - 2029

Unmitigated Construction On-Site

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

Off-Road	4.97	31.12	38.86	0.06		1.91	1.91		1.91	1.91		5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**5.68**	**31.12**	**38.86**	**0.06**		**1.91**	**1.91**		**1.91**	**1.91**		**5,835.29**		**0.45**		**5,844.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.15	0.12	1.28	0.00	0.39	0.01	0.40	0.01	0.01	0.02		246.07		0.01		246.32
Total	**0.15**	**0.12**	**1.28**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**246.07**		**0.01**		**246.32**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.45**		**5,844.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.15	0.12	1.28	0.00	0.39	0.01	0.40	0.01	0.01	0.02		246.07		0.01		246.32
Total	**0.15**	**0.12**	**1.28**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**246.07**		**0.01**		**246.32**

3.7 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.77	23.39	38.40	0.06		1.04	1.04		1.04	1.04		5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**4.48**	**23.39**	**38.40**	**0.06**		**1.04**	**1.04**		**1.04**	**1.04**		**5,835.30**		**0.34**		**5,842.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.13	0.10	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		231.06		0.01		231.28
Total	**0.13**	**0.10**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**231.06**		**0.01**		**231.28**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.30**		**0.34**		**5,842.37**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.13	0.10	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		231.06		0.01		231.28
Total	**0.13**	**0.10**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**231.06**		**0.01**		**231.28**

4.0 Mobile Detail

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	576.87	2,405.60	4,778.93	15.23	1,499.06	87.20	1,586.26	25.05	82.78	107.82		#########		36.07		#########
Unmitigated	576.87	2,405.60	4,778.93	15.23	1,499.06	87.20	1,586.26	25.05	82.78	107.82		#########		36.07		#########
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,071.22	5,071.22	5071.22	43,491,448	43,491,448
City Park	146.02	146.02	146.02	136,120	136,120
Condo/Townhouse	14,420.42	14,420.42	14420.42	123,671,414	123,671,414
Elementary School	4,418.70	0.00	0.00	5,901,130	5,901,130
General Office Building	772.80	165.90	68.60	4,717,184	4,717,184
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	17,516.80	17,516.80	17516.80	150,226,375	150,226,375
Strip Mall	24,388.00	24,388.00	24388.00	114,920,207	114,920,207

Total	68,133.64	61,708.36	61,611.06	444,854,508	444,854,508

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	13.00	34.00	34.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	11.00	26.00	26.00	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
NaturalGas Unmitigated	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Low Rise	37549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	175616	1.89	16.18	6.89	0.10		0.00	1.31		0.00	1.31		20,660.67		0.40	0.38	20,786.41
Elementary School	7108.09	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	700	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2540.72	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	204289	2.20	18.83	8.01	0.12		0.00	1.52		0.00	1.52		24,034.05		0.46	0.44	24,180.31
Strip Mall	2542.47	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93
Total		**4.64**	**39.74**	**17.44**	**0.24**		**0.00**	**3.21**		**0.00**	**3.21**		**50,628.87**		**0.98**	**0.94**	**50,936.98**

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	lb/day										lb/day					
Apartments Low Rise	37.549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	175.616	1.89	16.18	6.89	0.10		0.00	1.31		0.00	1.31		20,660.67		0.40	0.38	20,786.41
Elementary School	7.10809	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	0.7	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2.54072	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	204.289	2.20	18.83	8.01	0.12		0.00	1.52		0.00	1.52		24,034.05		0.46	0.44	24,180.31
Strip Mall	2.54247	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93

Total		**4.64**	**39.74**	**17.44**	**0.24**		**0.00**	**3.21**		**0.00**	**3.21**		**50,628.87**		**0.98**	**0.94**	**50,936.98**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	222.68	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94
Unmitigated	234.62	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	62.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	159.72					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	12.78	4.91	427.52	0.02		0.00	2.37		0.00	2.37		772.25		0.73		787.67
Total	**234.62**	**4.91**	**427.53**	**0.02**		**0.00**	**2.44**		**0.00**	**2.44**	**0.00**	**1,831.07**		**0.75**	**0.02**	**1,852.94**

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	62.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	147.78					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	12.78	4.91	427.52	0.02		0.00	2.37		0.00	2.37		772.25		0.73		787.67
Total	**222.68**	**4.91**	**427.53**	**0.02**		**0.00**	**2.44**		**0.00**	**2.44**	**0.00**	**1,831.07**		**0.75**	**0.02**	**1,852.94**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Phase 1 thru 4

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	70	1000sqft
Elementary School	3399	Student
Junior High School	864	Student
Other Asphalt Surfaces	112	Acre
Other Non-Asphalt Surfaces	210	Acre
Parking Lot	70	Acre
City Park	74.5	Acre
Apartments Low Rise	814	Dwelling Unit
Condo/Townhouse	2482	Dwelling Unit
Single Family Housing	1840	Dwelling Unit
Strip Mall	400	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Project area has no winter

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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	24.09	142.87	112.02	0.37	36.52	5.42	39.17	19.87	5.41	22.51	0.00	40,737.99	0.00	2.15	0.00	40,783.15
2025	37.87	159.66	323.07	0.91	50.04	5.91	55.95	9.94	5.70	14.88	0.00	85,845.07	0.00	2.94	0.00	85,906.84
2026	37.87	159.66	323.07	0.91	50.04	5.91	55.95	0.75	5.70	6.45	0.00	85,845.07	0.00	2.94	0.00	85,906.84
2027	355.75	173.87	364.90	1.00	58.78	6.69	65.47	0.87	6.45	7.32	0.00	93,592.97	0.00	3.33	0.00	93,663.01
2028	361.57	205.11	404.83	1.07	59.17	8.61	67.78	0.87	8.37	9.25	0.00	99,649.28	0.00	3.79	0.00	99,728.93
2029	361.57	205.11	404.83	1.07	59.17	8.61	67.78	0.87	8.37	9.25	0.00	99,649.28	0.00	3.79	0.00	99,728.93
2030	354.07	160.34	378.10	1.07	59.17	5.67	64.84	0.87	5.45	6.32	0.00	98,308.66	0.00	3.19	0.00	98,375.70

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	10.25	21.53	166.61	0.37	7.44	1.08	7.95	3.88	1.08	4.29	0.00	40,737.99	0.00	2.15	0.00	40,783.15
2025	32.67	99.40	374.16	0.91	50.04	3.86	53.90	1.95	3.65	4.40	0.00	85,845.07	0.00	2.94	0.00	85,906.84
2026	32.67	99.40	374.16	0.91	50.04	3.86	53.90	0.75	3.65	4.40	0.00	85,845.07	0.00	2.94	0.00	85,906.84
2027	349.69	103.65	416.23	1.00	58.78	4.20	62.98	0.87	3.97	4.83	0.00	93,592.97	0.00	3.33	0.00	93,663.01
2028	352.29	106.85	455.28	1.07	59.17	4.37	63.54	0.87	4.13	5.00	0.00	99,649.28	0.00	3.79	0.00	99,728.93
2029	352.29	106.85	455.28	1.07	59.17	4.37	63.54	0.87	4.13	5.00	0.00	99,649.28	0.00	3.79	0.00	99,728.93
2030	349.27	99.04	429.94	1.07	59.17	4.22	63.40	0.87	4.00	4.88	0.00	98,308.66	0.00	3.19	0.00	98,375.70
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	234.62	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94
Energy	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
Mobile	579.04	2,384.71	4,364.13	14.42	1,499.06	87.67	1,586.73	25.05	83.25	108.29		#########		33.77		#########
Total	**818.30**	**2,429.36**	**4,809.08**	**14.69**	**1,499.06**	**87.67**	**1,592.37**	**25.05**	**83.25**	**113.93**	**0.00**	#########		**35.49**	**0.95**	#########

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	222.68	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94

Energy	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
Mobile	579.04	2,384.71	4,364.13	14.42	1,499.06	87.67	1,586.73	25.05	83.25	108.29		#########		33.77		#########
Total	**806.36**	**2,429.36**	**4,809.08**	**14.69**	**1,499.06**	**87.67**	**1,592.37**	**25.05**	**83.25**	**113.93**	**0.00**	#########		**35.49**	**0.95**	#########

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00						0.00
Off-Road	8.62	54.90	55.27	0.13		2.25	2.25		2.25	2.25		13,517.44		0.76		13,533.44
Total	**8.62**	**54.90**	**55.27**	**0.13**	**0.02**	**2.25**	**2.27**	**0.00**	**2.25**	**2.25**		**13,517.44**		**0.76**		**13,533.44**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	4.89	0.00	4.89	0.47	0.00	0.47		8.24		0.00		8.25
Vendor	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
Worker	0.13	0.12	1.04	0.00	0.37	0.01	0.38	0.00	0.01	0.02		208.95		0.01		209.17
Total	**0.13**	**0.14**	**1.05**	**0.00**	**5.26**	**0.01**	**5.27**	**0.47**	**0.01**	**0.49**		**217.19**		**0.01**		**217.42**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.46	7.14	65.68	0.13		0.36	0.36		0.36	0.36	0.00	13,517.44		0.76		13,533.44
Total	**3.46**	**7.14**	**65.68**	**0.13**	**0.00**	**0.36**	**0.36**	**0.00**	**0.36**	**0.36**	**0.00**	**13,517.44**		**0.76**		**13,533.44**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	3.07	0.00	3.07	0.29	0.00	0.29		8.24		0.00		8.25
Vendor	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
Worker	0.13	0.12	1.04	0.00	0.37	0.01	0.38	0.00	0.01	0.02		208.95		0.01		209.17
Total	**0.13**	**0.14**	**1.05**	**0.00**	**3.44**	**0.01**	**3.45**	**0.29**	**0.01**	**0.31**		**217.19**		**0.01**		**217.42**

3.3 Site Preparation - 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					36.13	0.00	36.13	19.86	0.00	19.86						0.00
Off-Road	10.48	68.68	53.38	0.14		2.63	2.63		2.63	2.63		15,169.23		0.93		15,188.68
Total	**10.48**	**68.68**	**53.38**	**0.14**	**36.13**	**2.63**	**38.76**	**19.86**	**2.63**	**22.49**		**15,169.23**		**0.93**		**15,188.68**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.13	1.12	0.00	0.39	0.01	0.40	0.01	0.01	0.02		223.88		0.01		224.11
Total	**0.14**	**0.13**	**1.12**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**223.88**		**0.01**		**224.11**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	3.87	8.01	65.26	0.14		0.40	0.40		0.40	0.40	0.00	15,169.23		0.93		15,188.68
Total	**3.87**	**8.01**	**65.26**	**0.14**	**7.05**	**0.40**	**7.45**	**3.87**	**0.40**	**4.27**	**0.00**	**15,169.23**		**0.93**		**15,188.68**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.13	1.12	0.00	0.39	0.01	0.40	0.01	0.01	0.02		223.88		0.01		224.11
Total	**0.14**	**0.13**	**1.12**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**223.88**		**0.01**		**224.11**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	23.85	142.65	110.16	0.36		5.40	5.40		5.40	5.40		40,364.86		2.13		40,409.64
Total	**23.85**	**142.65**	**110.16**	**0.36**	**31.85**	**5.40**	**37.25**	**9.93**	**5.40**	**15.33**		**40,364.86**		**2.13**		**40,409.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.24	0.22	1.86	0.00	0.65	0.02	0.67	0.01	0.02	0.03		373.13		0.02		373.52
Total	**0.24**	**0.22**	**1.86**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**373.13**		**0.02**		**373.52**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		2.13		40,409.64
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**2.13**		**40,409.64**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.24	0.22	1.86	0.00	0.65	0.02	0.67	0.01	0.02	0.03		373.13		0.02		373.52
Total	**0.24**	**0.22**	**1.86**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**373.13**		**0.02**		**373.52**

3.4 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					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	22.85	130.01	107.87	0.36		4.92	4.92		4.92	4.92		40,364.86		2.06		40,408.07
Total	**22.85**	**130.01**	**107.87**	**0.36**	**31.85**	**4.92**	**36.77**	**9.93**	**4.92**	**14.85**		**40,364.86**		**2.06**		**40,408.07**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.23	0.21	1.77	0.00	0.65	0.02	0.67	0.01	0.02	0.03		368.36		0.02		368.73
Total	**0.23**	**0.21**	**1.77**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**368.36**		**0.02**		**368.73**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		2.06		40,408.07
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**2.06**		**40,408.07**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.23	0.21	1.77	0.00	0.65	0.02	0.67	0.01	0.02	0.03		368.36		0.02		368.73
Total	**0.23**	**0.21**	**1.77**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**368.36**		**0.02**		**368.73**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47

Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	17.55	92.44	168.06	0.41		3.18	3.18		3.18	3.18		42,302.92		1.52		42,334.90
Total	**17.55**	**92.44**	**168.06**	**0.41**		**3.18**	**3.18**		**3.18**	**3.18**		**42,302.92**		**1.52**		**42,334.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.52		42,334.90
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.52**		**42,334.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.95	53.43	36.28	0.18	6.34	1.42	7.76	0.16	1.31	1.47		18,876.86		0.22		18,881.47
Worker	15.37	13.80	118.72	0.32	43.70	1.31	45.00	0.59	1.21	1.80		24,665.29		1.20		24,690.47
Total	**20.32**	**67.23**	**155.00**	**0.50**	**50.04**	**2.73**	**52.76**	**0.75**	**2.52**	**3.27**		**43,542.15**		**1.42**		**43,571.94**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.55	48.86	33.99	0.18	6.34	1.28	7.62	0.16	1.18	1.34		18,881.34		0.20		18,885.58
Worker	13.21	11.11	99.66	0.32	43.70	1.31	45.00	0.59	1.21	1.80		23,552.77		1.04		23,574.61
Total	**17.76**	**59.97**	**133.65**	**0.50**	**50.04**	**2.59**	**52.62**	**0.75**	**2.39**	**3.14**		**42,434.11**		**1.24**		**42,460.19**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	4.55	48.86	33.99	0.18	6.34	1.28	7.62	0.16	1.18	1.34		18,881.34		0.20		18,885.58
Worker	13.21	11.11	99.66	0.32	43.70	1.31	45.00	0.59	1.21	1.80		23,552.77		1.04		23,574.61

Total	**17.76**	**59.97**	**133.65**	**0.50**	**50.04**	**2.59**	**52.62**	**0.75**	**2.39**	**3.14**		**42,434.11**		**1.24**		**42,460.19**

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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.71	11.44	18.07	0.03		0.51	0.51		0.51	0.51		2,811.90		0.15		2,815.12
Total	**314.82**	**11.44**	**18.07**	**0.03**		**0.51**	**0.51**		**0.51**	**0.51**		**2,811.90**		**0.15**		**2,815.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.08	2.76	23.76	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,936.00		0.24		4,941.04
Total	**3.08**	**2.76**	**23.76**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,936.00**		**0.24**		**4,941.04**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.15		2,815.12
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.15**		**2,815.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.08	2.76	23.76	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,936.00		0.24		4,941.04
Total	**3.08**	**2.76**	**23.76**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,936.00**		**0.24**		**4,941.04**

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.71	11.44	18.07	0.03		0.51	0.51		0.51	0.51		2,811.90		0.15		2,815.12
Total	**314.82**	**11.44**	**18.07**	**0.03**		**0.51**	**0.51**		**0.51**	**0.51**		**2,811.90**		**0.15**		**2,815.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.08	2.76	23.76	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,936.00		0.24		4,941.04
Total	**3.08**	**2.76**	**23.76**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,936.00**		**0.24**		**4,941.04**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00

Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.15		2,815.12
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.15**		**2,815.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.08	2.76	23.76	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,936.00		0.24		4,941.04
Total	**3.08**	**2.76**	**23.76**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,936.00**		**0.24**		**4,941.04**

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.71	11.44	18.07	0.03		0.51	0.51		0.51	0.51		2,811.90		0.15		2,815.12
Total	**314.82**	**11.44**	**18.07**	**0.03**		**0.51**	**0.51**		**0.51**	**0.51**		**2,811.90**		**0.15**		**2,815.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.08	2.76	23.76	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,936.00		0.24		4,941.04
Total	**3.08**	**2.76**	**23.76**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,936.00**		**0.24**		**4,941.04**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.15		2,815.12
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.15**		**2,815.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.08	2.76	23.76	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,936.00		0.24		4,941.04
Total	**3.08**	**2.76**	**23.76**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,936.00**		**0.24**		**4,941.04**

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**314.42**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

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

Vendor	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
Worker	2.64	2.22	19.94	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,713.37		0.21		4,717.74
Total	**2.64**	**2.22**	**19.94**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,713.37**		**0.21**		**4,717.74**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	313.11					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**313.95**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	2.64	2.22	19.94	0.06	8.74	0.26	9.01	0.12	0.24	0.36		4,713.37		0.21		4,717.74
Total	**2.64**	**2.22**	**19.94**	**0.06**	**8.74**	**0.26**	**9.01**	**0.12**	**0.24**	**0.36**		**4,713.37**		**0.21**		**4,717.74**

3.7 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.97	31.12	38.86	0.06		1.91	1.91		1.91	1.91		5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**5.68**	**31.12**	**38.86**	**0.06**		**1.91**	**1.91**		**1.91**	**1.91**		**5,835.29**		**0.45**		**5,844.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.12	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		221.02		0.01		221.24
Total	**0.14**	**0.12**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**221.02**		**0.01**		**221.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.45**		**5,844.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.12	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		221.02		0.01		221.24
Total	**0.14**	**0.12**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**221.02**		**0.01**		**221.24**

3.7 Paving - 2029

Unmitigated Construction On-Site

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

Off-Road	4.97	31.12	38.86	0.06		1.91	1.91		1.91	1.91		5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**5.68**	**31.12**	**38.86**	**0.06**		**1.91**	**1.91**		**1.91**	**1.91**		**5,835.29**		**0.45**		**5,844.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.12	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		221.02		0.01		221.24
Total	**0.14**	**0.12**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**221.02**		**0.01**		**221.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.45		5,844.69
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.45**		**5,844.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.12	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		221.02		0.01		221.24
Total	**0.14**	**0.12**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**221.02**		**0.01**		**221.24**

3.7 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.77	23.39	38.40	0.06		1.04	1.04		1.04	1.04		5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**4.48**	**23.39**	**38.40**	**0.06**		**1.04**	**1.04**		**1.04**	**1.04**		**5,835.30**		**0.34**		**5,842.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.12	0.10	0.89	0.00	0.39	0.01	0.40	0.01	0.01	0.02		211.05		0.01		211.24
Total	**0.12**	**0.10**	**0.89**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**211.05**		**0.01**		**211.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.30**		**0.34**		**5,842.37**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.12	0.10	0.89	0.00	0.39	0.01	0.40	0.01	0.01	0.02		211.05		0.01		211.24
Total	**0.12**	**0.10**	**0.89**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**211.05**		**0.01**		**211.24**

4.0 Mobile Detail

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	579.04	2,384.71	4,364.13	14.42	1,499.06	87.67	1,586.73	25.05	83.25	108.29		#########		33.77		#########
Unmitigated	579.04	2,384.71	4,364.13	14.42	1,499.06	87.67	1,586.73	25.05	83.25	108.29		#########		33.77		#########
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,071.22	5,071.22	5071.22	43,491,448	43,491,448
City Park	146.02	146.02	146.02	136,120	136,120
Condo/Townhouse	14,420.42	14,420.42	14420.42	123,671,414	123,671,414
Elementary School	4,418.70	0.00	0.00	5,901,130	5,901,130
General Office Building	772.80	165.90	68.60	4,717,184	4,717,184
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	17,516.80	17,516.80	17516.80	150,226,375	150,226,375
Strip Mall	24,388.00	24,388.00	24388.00	114,920,207	114,920,207

Total	68,133.64	61,708.36	61,611.06	444,854,508	444,854,508

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	13.00	34.00	34.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	11.00	26.00	26.00	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
NaturalGas Unmitigated	4.64	39.74	17.43	0.25		0.00	3.21		0.00	3.21		50,628.87		0.97	0.93	50,936.99
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Low Rise	37549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	175616	1.89	16.18	6.89	0.10		0.00	1.31		0.00	1.31		20,660.67		0.40	0.38	20,786.41
Elementary School	7108.09	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	700	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2540.72	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	204289	2.20	18.83	8.01	0.12		0.00	1.52		0.00	1.52		24,034.05		0.46	0.44	24,180.31
Strip Mall	2542.47	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93
Total		**4.64**	**39.74**	**17.44**	**0.24**		**0.00**	**3.21**		**0.00**	**3.21**		**50,628.87**		**0.98**	**0.94**	**50,936.98**

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	lb/day										lb/day					
Apartments Low Rise	37.549	0.40	3.46	1.47	0.02		0.00	0.28		0.00	0.28		4,417.53		0.08	0.08	4,444.41
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	175.616	1.89	16.18	6.89	0.10		0.00	1.31		0.00	1.31		20,660.67		0.40	0.38	20,786.41
Elementary School	7.10809	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	0.7	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		82.35		0.00	0.00	82.85
Junior High School	2.54072	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	204.289	2.20	18.83	8.01	0.12		0.00	1.52		0.00	1.52		24,034.05		0.46	0.44	24,180.31
Strip Mall	2.54247	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		299.11		0.01	0.01	300.93

Total		**4.64**	**39.74**	**17.44**	**0.24**		**0.00**	**3.21**		**0.00**	**3.21**		**50,628.87**		**0.98**	**0.94**	**50,936.98**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	222.68	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94
Unmitigated	234.62	4.91	427.52	0.02		0.00	2.43		0.00	2.43	0.00	1,831.07		0.75	0.02	1,852.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	62.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	159.72					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	12.78	4.91	427.52	0.02		0.00	2.37		0.00	2.37		772.25		0.73		787.67
Total	**234.62**	**4.91**	**427.53**	**0.02**		**0.00**	**2.44**		**0.00**	**2.44**	**0.00**	**1,831.07**		**0.75**	**0.02**	**1,852.94**

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	62.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	147.78					0.00	0.00		0.00	0.00						0.00
Hearth	0.10	0.00	0.01	0.00		0.00	0.07		0.00	0.07	0.00	1,058.82		0.02	0.02	1,065.27
Landscaping	12.78	4.91	427.52	0.02		0.00	2.37		0.00	2.37		772.25		0.73		787.67
Total	**222.68**	**4.91**	**427.53**	**0.02**		**0.00**	**2.44**		**0.00**	**2.44**	**0.00**	**1,831.07**		**0.75**	**0.02**	**1,852.94**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Phase 1 thru 4

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	70	1000sqft
Elementary School	3399	Student
Junior High School	864	Student
Other Asphalt Surfaces	112	Acre
Other Non-Asphalt Surfaces	210	Acre
Parking Lot	70	Acre
City Park	74.5	Acre
Apartments Low Rise	814	Dwelling Unit
Condo/Townhouse	2482	Dwelling Unit
Single Family Housing	1840	Dwelling Unit
Strip Mall	400	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Project area has no winter

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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	1.48	9.34	7.91	0.02	7.39	0.36	7.75	3.12	0.36	3.48	0.00	2,049.80	2,049.80	0.12	0.00	2,052.29
2025	3.10	17.17	15.74	0.05	4.73	0.65	5.38	1.56	0.65	2.21	0.00	5,098.03	5,098.03	0.25	0.00	5,103.30
2026	4.79	20.67	42.74	0.12	6.12	0.77	6.89	0.10	0.74	0.84	0.00	10,336.74	10,336.74	0.35	0.00	10,344.13
2027	29.25	21.74	46.09	0.13	6.75	0.83	7.58	0.11	0.80	0.91	0.00	10,896.95	10,896.95	0.38	0.00	10,904.93
2028	46.82	26.47	53.42	0.14	7.21	1.12	8.32	0.11	1.09	1.20	0.00	11,958.44	11,958.44	0.45	0.00	11,967.93
2029	47.00	26.57	53.63	0.14	7.24	1.12	8.36	0.11	1.09	1.20	0.00	12,004.43	12,004.43	0.45	0.00	12,013.96
2030	8.70	5.00	11.16	0.03	1.35	0.19	1.54	0.02	0.18	0.20	0.00	2,452.08	2,452.08	0.09	0.00	2,453.88

Total	**141.14**	**126.96**	**230.69**	**0.63**	**40.79**	**5.04**	**45.82**	**5.13**	**4.91**	**10.04**	**0.00**	**54,796.47**	**54,796.47**	**2.09**	**0.00**	**54,840.42**

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	0.58	1.19	9.94	0.02	1.56	0.06	1.62	0.62	0.06	0.68	0.00	2,049.80	2,049.80	0.12	0.00	2,052.29
2025	1.47	3.30	23.12	0.05	1.23	0.16	1.39	0.31	0.16	0.47	0.00	5,098.03	5,098.03	0.25	0.00	5,103.30
2026	4.11	12.80	49.41	0.12	6.12	0.50	6.62	0.10	0.47	0.57	0.00	10,336.74	10,336.74	0.35	0.00	10,344.13
2027	28.50	13.12	52.77	0.13	6.75	0.53	7.28	0.11	0.50	0.61	0.00	10,896.95	10,896.95	0.38	0.00	10,904.93
2028	45.61	13.70	59.98	0.14	7.21	0.57	7.77	0.11	0.54	0.65	0.00	11,958.44	11,958.44	0.45	0.00	11,967.93
2029	45.79	13.75	60.21	0.14	7.24	0.57	7.80	0.11	0.54	0.65	0.00	12,004.43	12,004.43	0.45	0.00	12,013.96
2030	8.48	2.51	12.38	0.03	1.35	0.11	1.46	0.02	0.10	0.13	0.00	2,452.08	2,452.08	0.09	0.00	2,453.88
Total	**134.54**	**60.37**	**267.81**	**0.63**	**31.46**	**2.50**	**33.94**	**1.38**	**2.37**	**3.76**	**0.00**	**54,796.47**	**54,796.47**	**2.09**	**0.00**	**54,840.42**

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	42.81	0.90	77.95	0.00		0.00	0.44		0.00	0.44	0.00	245.90	245.90	0.12	0.00	249.17
Energy	0.85	7.25	3.18	0.05		0.00	0.59		0.00	0.59	0.00	31,247.91	31,247.91	0.68	0.35	31,371.23
Mobile	97.23	416.43	805.01	2.68	253.03	15.74	268.77	4.51	14.94	19.45	0.00	239,251.41	239,251.41	5.49	0.00	239,366.61
Waste						0.00	0.00		0.00	0.00	1,271.47	0.00	1,271.47	75.14	0.00	2,849.46
Water						0.00	0.00		0.00	0.00	0.00	5,164.50	5,164.50	11.93	0.34	5,519.74
Total	**140.89**	**424.58**	**886.14**	**2.73**	**253.03**	**15.74**	**269.80**	**4.51**	**14.94**	**20.48**	**1,271.47**	**275,909.72**	**277,181.19**	**93.36**	**0.69**	**279,356.21**

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	40.63	0.90	77.95	0.00		0.00	0.44		0.00	0.44	0.00	245.90	245.90	0.12	0.00	249.17
Energy	0.85	7.25	3.18	0.05		0.00	0.59		0.00	0.59	0.00	31,247.91	31,247.91	0.68	0.35	31,371.23
Mobile	97.23	416.43	805.01	2.68	253.03	15.74	268.77	4.51	14.94	19.45	0.00	239,251.41	239,251.41	5.49	0.00	239,366.61
Waste						0.00	0.00		0.00	0.00	1,271.47	0.00	1,271.47	75.14	0.00	2,849.46
Water						0.00	0.00		0.00	0.00	0.00	4,648.05	4,648.05	10.74	0.30	4,967.76
Total	**138.71**	**424.58**	**886.14**	**2.73**	**253.03**	**15.74**	**269.80**	**4.51**	**14.94**	**20.48**	**1,271.47**	**275,393.27**	**276,664.74**	**92.17**	**0.65**	**278,804.23**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
New Trees					283.20
Vegetation Land Change					-2,284.30
Total					**-2,001.10**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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					

Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.35	2.22	2.24	0.01		0.09	0.09		0.09	0.09	0.00	496.51	496.51	0.03	0.00	497.10
Total	**0.35**	**2.22**	**2.24**	**0.01**	**0.00**	**0.09**	**0.09**	**0.00**	**0.09**	**0.09**	**0.00**	**496.51**	**496.51**	**0.03**	**0.00**	**497.10**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	0.00	0.00	0.00	0.19	0.00	0.19	0.02	0.00	0.02	0.00	0.30	0.30	0.00	0.00	0.30
Vendor	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
Worker	0.01	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.10	8.10	0.00	0.00	8.11
Total	**0.01**	**0.00**	**0.04**	**0.00**	**0.20**	**0.00**	**0.20**	**0.02**	**0.00**	**0.02**	**0.00**	**8.40**	**8.40**	**0.00**	**0.00**	**8.41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.14	0.29	2.66	0.01		0.01	0.01		0.01	0.01	0.00	496.51	496.51	0.03	0.00	497.10
Total	**0.14**	**0.29**	**2.66**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**496.51**	**496.51**	**0.03**	**0.00**	**497.10**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.00	0.01	0.00	0.30	0.30	0.00	0.00	0.30
Vendor	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
Worker	0.01	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.10	8.10	0.00	0.00	8.11
Total	**0.01**	**0.00**	**0.04**	**0.00**	**0.13**	**0.00**	**0.13**	**0.01**	**0.00**	**0.01**	**0.00**	**8.40**	**8.40**	**0.00**	**0.00**	**8.41**

3.3 Site Preparation - 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					2.80	0.00	2.80	1.54	0.00	1.54	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.81	5.32	4.14	0.01		0.20	0.20		0.20	0.20	0.00	1,066.21	1,066.21	0.07	0.00	1,067.58
Total	**0.81**	**5.32**	**4.14**	**0.01**	**2.80**	**0.20**	**3.00**	**1.54**	**0.20**	**1.74**	**0.00**	**1,066.21**	**1,066.21**	**0.07**	**0.00**	**1,067.58**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.09	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	16.61	16.61	0.00	0.00	16.62
Total	**0.01**	**0.01**	**0.09**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**16.61**	**16.61**	**0.00**	**0.00**	**16.62**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.55	0.00	0.55	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.30	0.62	5.06	0.01		0.03	0.03		0.03	0.03	0.00	1,066.21	1,066.21	0.07	0.00	1,067.58
Total	**0.30**	**0.62**	**5.06**	**0.01**	**0.55**	**0.03**	**0.58**	**0.30**	**0.03**	**0.33**	**0.00**	**1,066.21**	**1,066.21**	**0.07**	**0.00**	**1,067.58**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.09	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	16.61	16.61	0.00	0.00	16.62
Total	**0.01**	**0.01**	**0.09**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**16.61**	**16.61**	**0.00**	**0.00**	**16.62**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.35	0.00	4.35	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.30	1.78	1.38	0.00		0.07	0.07		0.07	0.07	0.00	457.61	457.61	0.02	0.00	458.11
Total	**0.30**	**1.78**	**1.38**	**0.00**	**4.35**	**0.07**	**4.42**	**1.56**	**0.07**	**1.63**	**0.00**	**457.61**	**457.61**	**0.02**	**0.00**	**458.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.46	4.46	0.00	0.00	4.47
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.46**	**4.46**	**0.00**	**0.00**	**4.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.85	0.00	0.85	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.27	2.06	0.00		0.01	0.01		0.01	0.01	0.00	457.61	457.61	0.02	0.00	458.11
Total	**0.13**	**0.27**	**2.06**	**0.00**	**0.85**	**0.01**	**0.86**	**0.30**	**0.01**	**0.31**	**0.00**	**457.61**	**457.61**	**0.02**	**0.00**	**458.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.46	4.46	0.00	0.00	4.47
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.46**	**4.46**	**0.00**	**0.00**	**4.47**

3.4 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					4.35	0.00	4.35	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	2.83	16.12	13.37	0.04		0.61	0.61		0.61	0.61	0.00	4,539.44	4,539.44	0.23	0.00	4,544.30
Total	**2.83**	**16.12**	**13.37**	**0.04**	**4.35**	**0.61**	**4.96**	**1.56**	**0.61**	**2.17**	**0.00**	**4,539.44**	**4,539.44**	**0.23**	**0.00**	**4,544.30**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.03	0.02	0.23	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.00	43.73	43.73	0.00	0.00	43.77
Total	**0.03**	**0.02**	**0.23**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**43.73**	**43.73**	**0.00**	**0.00**	**43.77**

Mitigated Construction On-Site

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

Category	tons/yr										MT/yr					
Fugitive Dust					0.85	0.00	0.85	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.24	2.64	20.42	0.04		0.13	0.13		0.13	0.13	0.00	4,539.44	4,539.44	0.23	0.00	4,544.30
Total	**1.24**	**2.64**	**20.42**	**0.04**	**0.85**	**0.13**	**0.98**	**0.30**	**0.13**	**0.43**	**0.00**	**4,539.44**	**4,539.44**	**0.23**	**0.00**	**4,544.30**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.03	0.02	0.23	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.00	43.73	43.73	0.00	0.00	43.77
Total	**0.03**	**0.02**	**0.23**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**43.73**	**43.73**	**0.00**	**0.00**	**43.77**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.11	0.60	1.09	0.00		0.02	0.02		0.02	0.02	0.00	249.38	249.38	0.01	0.00	249.57
Total	**0.11**	**0.60**	**1.09**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**249.38**	**249.38**	**0.01**	**0.00**	**249.57**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.03	0.35	0.21	0.00	0.04	0.01	0.05	0.00	0.01	0.01	0.00	112.00	112.00	0.00	0.00	112.03
Worker	0.09	0.08	0.82	0.00	0.27	0.01	0.27	0.00	0.01	0.01	0.00	153.48	153.48	0.01	0.00	153.63
Total	**0.12**	**0.43**	**1.03**	**0.00**	**0.31**	**0.02**	**0.32**	**0.00**	**0.02**	**0.02**	**0.00**	**265.48**	**265.48**	**0.01**	**0.00**	**265.66**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.08	0.21	1.42	0.00		0.01	0.01		0.01	0.01	0.00	249.38	249.38	0.01	0.00	249.57
Total	**0.08**	**0.21**	**1.42**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**249.38**	**249.38**	**0.01**	**0.00**	**249.57**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.03	0.35	0.21	0.00	0.04	0.01	0.05	0.00	0.01	0.01	0.00	112.00	112.00	0.00	0.00	112.03
Worker	0.09	0.08	0.82	0.00	0.27	0.01	0.27	0.00	0.01	0.01	0.00	153.48	153.48	0.01	0.00	153.63
Total	**0.12**	**0.43**	**1.03**	**0.00**	**0.31**	**0.02**	**0.32**	**0.00**	**0.02**	**0.02**	**0.00**	**265.48**	**265.48**	**0.01**	**0.00**	**265.66**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.29	12.06	21.93	0.05		0.41	0.41		0.41	0.41	0.00	5,006.78	5,006.78	0.18	0.00	5,010.56
Total	**2.29**	**12.06**	**21.93**	**0.05**		**0.41**	**0.41**		**0.41**	**0.41**	**0.00**	**5,006.78**	**5,006.78**	**0.18**	**0.00**	**5,010.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.94	4.28	0.02	0.78	0.18	0.96	0.02	0.17	0.19	0.00	2,248.61	2,248.61	0.03	0.00	2,249.14
Worker	1.87	1.67	16.53	0.04	5.34	0.17	5.51	0.08	0.16	0.23	0.00	3,081.35	3,081.35	0.15	0.00	3,084.43
Total	**2.49**	**8.61**	**20.81**	**0.06**	**6.12**	**0.35**	**6.47**	**0.10**	**0.33**	**0.42**	**0.00**	**5,329.96**	**5,329.96**	**0.18**	**0.00**	**5,333.57**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.18	0.00	5,010.56
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.18**	**0.00**	**5,010.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.94	4.28	0.02	0.78	0.18	0.96	0.02	0.17	0.19	0.00	2,248.61	2,248.61	0.03	0.00	2,249.14
Worker	1.87	1.67	16.53	0.04	5.34	0.17	5.51	0.08	0.16	0.23	0.00	3,081.35	3,081.35	0.15	0.00	3,084.43
Total	**2.49**	**8.61**	**20.81**	**0.06**	**6.12**	**0.35**	**6.47**	**0.10**	**0.33**	**0.42**	**0.00**	**5,329.96**	**5,329.96**	**0.18**	**0.00**	**5,333.57**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.29	12.06	21.93	0.05		0.41	0.41		0.41	0.41	0.00	5,006.78	5,006.78	0.18	0.00	5,010.56
Total	**2.29**	**12.06**	**21.93**	**0.05**		**0.41**	**0.41**		**0.41**	**0.41**	**0.00**	**5,006.78**	**5,006.78**	**0.18**	**0.00**	**5,010.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.94	4.28	0.02	0.78	0.18	0.96	0.02	0.17	0.19	0.00	2,248.61	2,248.61	0.03	0.00	2,249.14
Worker	1.87	1.67	16.53	0.04	5.34	0.17	5.51	0.08	0.16	0.23	0.00	3,081.35	3,081.35	0.15	0.00	3,084.43
Total	**2.49**	**8.61**	**20.81**	**0.06**	**6.12**	**0.35**	**6.47**	**0.10**	**0.33**	**0.42**	**0.00**	**5,329.96**	**5,329.96**	**0.18**	**0.00**	**5,333.57**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.18	0.00	5,010.56
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.18**	**0.00**	**5,010.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.94	4.28	0.02	0.78	0.18	0.96	0.02	0.17	0.19	0.00	2,248.61	2,248.61	0.03	0.00	2,249.14
Worker	1.87	1.67	16.53	0.04	5.34	0.17	5.51	0.08	0.16	0.23	0.00	3,081.35	3,081.35	0.15	0.00	3,084.43
Total	**2.49**	**8.61**	**20.81**	**0.06**	**6.12**	**0.35**	**6.47**	**0.10**	**0.33**	**0.42**	**0.00**	**5,329.96**	**5,329.96**	**0.18**	**0.00**	**5,333.57**

3.5 Building Construction - 2028

Unmitigated Construction On-Site

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

Off-Road	2.28	12.01	21.84	0.05		0.41	0.41		0.41	0.41	0.00	4,987.59	4,987.59	0.18	0.00	4,991.37
Total	**2.28**	**12.01**	**21.84**	**0.05**		**0.41**	**0.41**		**0.41**	**0.41**	**0.00**	**4,987.59**	**4,987.59**	**0.18**	**0.00**	**4,991.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.91	4.27	0.02	0.77	0.18	0.96	0.02	0.17	0.19	0.00	2,240.00	2,240.00	0.03	0.00	2,240.52
Worker	1.87	1.66	16.47	0.04	5.32	0.17	5.49	0.08	0.16	0.23	0.00	3,069.55	3,069.55	0.15	0.00	3,072.61
Total	**2.49**	**8.57**	**20.74**	**0.06**	**6.09**	**0.35**	**6.45**	**0.10**	**0.33**	**0.42**	**0.00**	**5,309.55**	**5,309.55**	**0.18**	**0.00**	**5,313.13**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.60	4.18	28.48	0.05		0.15	0.15		0.15	0.15	0.00	4,987.59	4,987.59	0.18	0.00	4,991.37
Total	**1.60**	**4.18**	**28.48**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**4,987.59**	**4,987.59**	**0.18**	**0.00**	**4,991.37**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.91	4.27	0.02	0.77	0.18	0.96	0.02	0.17	0.19	0.00	2,240.00	2,240.00	0.03	0.00	2,240.52
Worker	1.87	1.66	16.47	0.04	5.32	0.17	5.49	0.08	0.16	0.23	0.00	3,069.55	3,069.55	0.15	0.00	3,072.61
Total	**2.49**	**8.57**	**20.74**	**0.06**	**6.09**	**0.35**	**6.45**	**0.10**	**0.33**	**0.42**	**0.00**	**5,309.55**	**5,309.55**	**0.18**	**0.00**	**5,313.13**

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.29	12.06	21.93	0.05		0.41	0.41		0.41	0.41	0.00	5,006.78	5,006.78	0.18	0.00	5,010.56
Total	**2.29**	**12.06**	**21.93**	**0.05**		**0.41**	**0.41**		**0.41**	**0.41**	**0.00**	**5,006.78**	**5,006.78**	**0.18**	**0.00**	**5,010.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.94	4.28	0.02	0.78	0.18	0.96	0.02	0.17	0.19	0.00	2,248.61	2,248.61	0.03	0.00	2,249.14
Worker	1.87	1.67	16.53	0.04	5.34	0.17	5.51	0.08	0.16	0.23	0.00	3,081.35	3,081.35	0.15	0.00	3,084.43
Total	**2.49**	**8.61**	**20.81**	**0.06**	**6.12**	**0.35**	**6.47**	**0.10**	**0.33**	**0.42**	**0.00**	**5,329.96**	**5,329.96**	**0.18**	**0.00**	**5,333.57**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.18	0.00	5,010.56
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.18**	**0.00**	**5,010.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.62	6.94	4.28	0.02	0.78	0.18	0.96	0.02	0.17	0.19	0.00	2,248.61	2,248.61	0.03	0.00	2,249.14

Worker	1.87	1.67	16.53	0.04	5.34	0.17	5.51	0.08	0.16	0.23	0.00	3,081.35	3,081.35	0.15	0.00	3,084.43
Total	**2.49**	**8.61**	**20.81**	**0.06**	**6.12**	**0.35**	**6.47**	**0.10**	**0.33**	**0.42**	**0.00**	**5,329.96**	**5,329.96**	**0.18**	**0.00**	**5,333.57**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.35	1.59	4.01	0.01		0.04	0.04		0.04	0.04	0.00	920.79	920.79	0.03	0.00	921.37
Total	**0.35**	**1.59**	**4.01**	**0.01**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**920.79**	**920.79**	**0.03**	**0.00**	**921.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.10	1.17	0.73	0.00	0.14	0.03	0.17	0.00	0.03	0.03	0.00	413.64	413.64	0.00	0.00	413.73
Worker	0.30	0.25	2.56	0.01	0.98	0.03	1.01	0.01	0.03	0.04	0.00	541.49	541.49	0.02	0.00	541.99
Total	**0.40**	**1.42**	**3.29**	**0.01**	**1.12**	**0.06**	**1.18**	**0.01**	**0.06**	**0.07**	**0.00**	**955.13**	**955.13**	**0.02**	**0.00**	**955.72**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.30	0.77	5.26	0.01		0.03	0.03		0.03	0.03	0.00	920.79	920.79	0.03	0.00	921.37
Total	**0.30**	**0.77**	**5.26**	**0.01**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**920.79**	**920.79**	**0.03**	**0.00**	**921.37**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.10	1.17	0.73	0.00	0.14	0.03	0.17	0.00	0.03	0.03	0.00	413.64	413.64	0.00	0.00	413.73
Worker	0.30	0.25	2.56	0.01	0.98	0.03	1.01	0.01	0.03	0.04	0.00	541.49	541.49	0.02	0.00	541.99
Total	**0.40**	**1.42**	**3.29**	**0.01**	**1.12**	**0.06**	**1.18**	**0.01**	**0.06**	**0.07**	**0.00**	**955.13**	**955.13**	**0.02**	**0.00**	**955.72**

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	24.11					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.13	0.88	1.39	0.00		0.04	0.04		0.04	0.04	0.00	196.37	196.37	0.01	0.00	196.59
Total	**24.24**	**0.88**	**1.39**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**196.37**	**196.37**	**0.01**	**0.00**	**196.59**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.22	0.20	1.95	0.01	0.63	0.02	0.65	0.01	0.02	0.03	0.00	363.84	363.84	0.02	0.00	364.20
Total	**0.22**	**0.20**	**1.95**	**0.01**	**0.63**	**0.02**	**0.65**	**0.01**	**0.02**	**0.03**	**0.00**	**363.84**	**363.84**	**0.02**	**0.00**	**364.20**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	24.11					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Off-Road	0.06	0.11	1.41	0.00		0.01	0.01		0.01	0.01	0.00	196.37	196.37	0.01	0.00	196.59
Total	**24.17**	**0.11**	**1.41**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**196.37**	**196.37**	**0.01**	**0.00**	**196.59**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.22	0.20	1.95	0.01	0.63	0.02	0.65	0.01	0.02	0.03	0.00	363.84	363.84	0.02	0.00	364.20
Total	**0.22**	**0.20**	**1.95**	**0.01**	**0.63**	**0.02**	**0.65**	**0.01**	**0.02**	**0.03**	**0.00**	**363.84**	**363.84**	**0.02**	**0.00**	**364.20**

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	40.70					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.22	1.49	2.35	0.00		0.07	0.07		0.07	0.07	0.00	331.53	331.53	0.02	0.00	331.91
Total	**40.92**	**1.49**	**2.35**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**331.53**	**331.53**	**0.02**	**0.00**	**331.91**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.37	0.33	3.30	0.01	1.06	0.03	1.10	0.02	0.03	0.05	0.00	614.28	614.28	0.03	0.00	614.89
Total	**0.37**	**0.33**	**3.30**	**0.01**	**1.06**	**0.03**	**1.10**	**0.02**	**0.03**	**0.05**	**0.00**	**614.28**	**614.28**	**0.03**	**0.00**	**614.89**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	40.70					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.19	2.38	0.00		0.01	0.01		0.01	0.01	0.00	331.53	331.53	0.02	0.00	331.91
Total	**40.81**	**0.19**	**2.38**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**331.53**	**331.53**	**0.02**	**0.00**	**331.91**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.37	0.33	3.30	0.01	1.06	0.03	1.10	0.02	0.03	0.05	0.00	614.28	614.28	0.03	0.00	614.89
Total	**0.37**	**0.33**	**3.30**	**0.01**	**1.06**	**0.03**	**1.10**	**0.02**	**0.03**	**0.05**	**0.00**	**614.28**	**614.28**	**0.03**	**0.00**	**614.89**

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	40.86					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.22	1.49	2.36	0.00		0.07	0.07		0.07	0.07	0.00	332.80	332.80	0.02	0.00	333.18
Total	**41.08**	**1.49**	**2.36**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**332.80**	**332.80**	**0.02**	**0.00**	**333.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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

Vendor	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
Worker	0.38	0.33	3.31	0.01	1.07	0.03	1.10	0.02	0.03	0.05	0.00	616.64	616.64	0.03	0.00	617.25
Total	**0.38**	**0.33**	**3.31**	**0.01**	**1.07**	**0.03**	**1.10**	**0.02**	**0.03**	**0.05**	**0.00**	**616.64**	**616.64**	**0.03**	**0.00**	**617.25**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	40.86					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.19	2.39	0.00		0.01	0.01		0.01	0.01	0.00	332.80	332.80	0.02	0.00	333.18
Total	**40.97**	**0.19**	**2.39**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**332.80**	**332.80**	**0.02**	**0.00**	**333.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.38	0.33	3.31	0.01	1.07	0.03	1.10	0.02	0.03	0.05	0.00	616.64	616.64	0.03	0.00	617.25
Total	**0.38**	**0.33**	**3.31**	**0.01**	**1.07**	**0.03**	**1.10**	**0.02**	**0.03**	**0.05**	**0.00**	**616.64**	**616.64**	**0.03**	**0.00**	**617.25**

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.51					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.21	0.43	0.00		0.00	0.00		0.00	0.00	0.00	61.21	61.21	0.00	0.00	61.26
Total	**7.54**	**0.21**	**0.43**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**61.21**	**61.21**	**0.00**	**0.00**	**61.26**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.06	0.05	0.51	0.00	0.20	0.01	0.20	0.00	0.01	0.01	0.00	108.36	108.36	0.00	0.00	108.46
Total	**0.06**	**0.05**	**0.51**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**	**0.00**	**108.36**	**108.36**	**0.00**	**0.00**	**108.46**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.51					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.04	0.44	0.00		0.00	0.00		0.00	0.00	0.00	61.21	61.21	0.00	0.00	61.26
Total	**7.53**	**0.04**	**0.44**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**61.21**	**61.21**	**0.00**	**0.00**	**61.26**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.06	0.05	0.51	0.00	0.20	0.01	0.20	0.00	0.01	0.01	0.00	108.36	108.36	0.00	0.00	108.46
Total	**0.06**	**0.05**	**0.51**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**	**0.00**	**108.36**	**108.36**	**0.00**	**0.00**	**108.46**

3.7 Paving - 2028

Unmitigated Construction On-Site

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

Off-Road	0.65	4.04	5.05	0.01		0.25	0.25		0.25	0.25	0.00	687.99	687.99	0.05	0.00	689.10
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.74**	**4.04**	**5.05**	**0.01**		**0.25**	**0.25**		**0.25**	**0.25**	**0.00**	**687.99**	**687.99**	**0.05**	**0.00**	**689.10**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.01	0.15	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	27.50	27.50	0.00	0.00	27.53
Total	**0.02**	**0.01**	**0.15**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**27.50**	**27.50**	**0.00**	**0.00**	**27.53**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.23	0.40	4.94	0.01		0.02	0.02		0.02	0.02	0.00	687.99	687.99	0.05	0.00	689.10
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.32**	**0.40**	**4.94**	**0.01**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**687.99**	**687.99**	**0.05**	**0.00**	**689.10**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.01	0.15	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	27.50	27.50	0.00	0.00	27.53
Total	**0.02**	**0.01**	**0.15**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**27.50**	**27.50**	**0.00**	**0.00**	**27.53**

3.7 Paving - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.65	4.06	5.07	0.01		0.25	0.25		0.25	0.25	0.00	690.64	690.64	0.05	0.00	691.75
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.74**	**4.06**	**5.07**	**0.01**		**0.25**	**0.25**		**0.25**	**0.25**	**0.00**	**690.64**	**690.64**	**0.05**	**0.00**	**691.75**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.01	0.15	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	27.61	27.61	0.00	0.00	27.64
Total	**0.02**	**0.01**	**0.15**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**27.61**	**27.61**	**0.00**	**0.00**	**27.64**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.23	0.40	4.96	0.01		0.02	0.02		0.02	0.02	0.00	690.64	690.64	0.05	0.00	691.75
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.32**	**0.40**	**4.96**	**0.01**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**690.64**	**690.64**	**0.05**	**0.00**	**691.75**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.01	0.15	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	27.61	27.61	0.00	0.00	27.64
Total	**0.02**	**0.01**	**0.15**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**27.61**	**27.61**	**0.00**	**0.00**	**27.64**

3.7 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.28	1.73	2.84	0.00		0.08	0.08		0.08	0.08	0.00	391.63	391.63	0.02	0.00	392.10
Paving	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.33**	**1.73**	**2.84**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**391.63**	**391.63**	**0.02**	**0.00**	**392.10**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.07	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	14.96	14.96	0.00	0.00	14.97
Total	**0.01**	**0.01**	**0.07**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**14.96**	**14.96**	**0.00**	**0.00**	**14.97**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.13	0.23	2.81	0.00		0.01	0.01		0.01	0.01	0.00	391.63	391.63	0.02	0.00	392.10
Paving	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.18**	**0.23**	**2.81**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**391.63**	**391.63**	**0.02**	**0.00**	**392.10**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.07	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	14.96	14.96	0.00	0.00	14.97
Total	**0.01**	**0.01**	**0.07**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**14.96**	**14.96**	**0.00**	**0.00**	**14.97**

4.0 Mobile Detail

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	97.23	416.43	805.01	2.68	253.03	15.74	268.77	4.51	14.94	19.45	0.00	239,251.41	239,251.41	5.49	0.00	239,366.61
Unmitigated	97.23	416.43	805.01	2.68	253.03	15.74	268.77	4.51	14.94	19.45	0.00	239,251.41	239,251.41	5.49	0.00	239,366.61
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,071.22	5,071.22	5071.22	43,491,448	43,491,448
City Park	146.02	146.02	146.02	136,120	136,120
Condo/Townhouse	14,420.42	14,420.42	14420.42	123,671,414	123,671,414
Elementary School	4,418.70	0.00	0.00	5,901,130	5,901,130

General Office Building	772.80	165.90	68.60	4,717,184	4,717,184
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	17,516.80	17,516.80	17516.80	150,226,375	150,226,375
Strip Mall	24,388.00	24,388.00	24388.00	114,920,207	114,920,207
Total	68,133.64	61,708.36	61,611.06	444,854,508	444,854,508

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	13.00	34.00	34.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	11.00	26.00	26.00	16.60	64.40	19.00

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	22,865.73	22,865.73	0.52	0.20	22,938.04
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	22,865.73	22,865.73	0.52	0.20	22,938.04

NaturalGas Mitigated	0.85	7.25	3.18	0.05		0.00	0.59		0.00	0.59	0.00	8,382.18	8,382.18	0.16	0.15	8,433.19
NaturalGas Unmitigated	0.85	7.25	3.18	0.05		0.00	0.59		0.00	0.59	0.00	8,382.18	8,382.18	0.16	0.15	8,433.19
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Apartments Low Rise	1.37054e+007	0.07	0.63	0.27	0.00		0.00	0.05		0.00	0.05	0.00	731.37	731.37	0.01	0.01	735.82
City Park	0	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
Condo/Townhouse	6.40997e+007	0.35	2.95	1.26	0.02		0.00	0.24		0.00	0.24	0.00	3,420.61	3,420.61	0.07	0.06	3,441.42
Elementary School	2.59445e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	138.45	138.45	0.00	0.00	139.29
General Office Building	255500	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.63	13.63	0.00	0.00	13.72
Junior High School	927364	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.49	49.49	0.00	0.00	49.79
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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
Single Family Housing	7.45656e+007	0.40	3.44	1.46	0.02		0.00	0.28		0.00	0.28	0.00	3,979.11	3,979.11	0.08	0.07	4,003.32
Strip Mall	928000	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.52	49.52	0.00	0.00	49.82
Total		**0.85**	**7.26**	**3.19**	**0.04**		**0.00**	**0.58**		**0.00**	**0.58**	**0.00**	**8,382.18**	**8,382.18**	**0.16**	**0.14**	**8,433.18**

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	tons/yr										MT/yr					
Apartments Low Rise	1.37054e+007	0.07	0.63	0.27	0.00		0.00	0.05		0.00	0.05	0.00	731.37	731.37	0.01	0.01	735.82
City Park	0	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
Condo/Townhouse	6.40997e+007	0.35	2.95	1.26	0.02		0.00	0.24		0.00	0.24	0.00	3,420.61	3,420.61	0.07	0.06	3,441.42
Elementary School	2.59445e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	138.45	138.45	0.00	0.00	139.29
General Office Building	255500	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	13.63	13.63	0.00	0.00	13.72

Junior High School	927364	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.49	49.49	0.00	0.00	49.79
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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
Single Family Housing	7.45656e+007	0.40	3.44	1.46	0.02		0.00	0.28		0.00	0.28	0.00	3,979.11	3,979.11	0.08	0.07	4,003.32
Strip Mall	928000	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.52	49.52	0.00	0.00	49.82
Total		**0.85**	**7.26**	**3.19**	**0.04**		**0.00**	**0.58**		**0.00**	**0.58**	**0.00**	**8,382.18**	**8,382.18**	**0.16**	**0.14**	**8,433.18**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	3.64076e+006					2,098.79	0.05	0.02	2,105.43
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	1.22579e+007					7,066.33	0.16	0.06	7,088.68
Elementary School	2.58309e+006					1,489.07	0.03	0.01	1,493.78
General Office Building	748300					431.37	0.01	0.00	432.74
Junior High School	923301					532.26	0.01	0.00	533.94
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	1.32477e+007					7,636.89	0.17	0.07	7,661.04
Strip Mall	6.264e+006					3,611.01	0.08	0.03	3,622.43
Total						**22,865.72**	**0.51**	**0.19**	**22,938.04**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	3.64076e+006					2,098.79	0.05	0.02	2,105.43

City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	1.22579e+007					7,066.33	0.16	0.06	7,088.68
Elementary School	2.58309e+006					1,489.07	0.03	0.01	1,493.78
General Office Building	748300					431.37	0.01	0.00	432.74
Junior High School	923301					532.26	0.01	0.00	533.94
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	1.32477e+007					7,636.89	0.17	0.07	7,661.04
Strip Mall	6.264e+006					3,611.01	0.08	0.03	3,622.43
Total						**22,865.72**	**0.51**	**0.19**	**22,938.04**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	40.63	0.90	77.95	0.00		0.00	0.44		0.00	0.44	0.00	245.90	245.90	0.12	0.00	249.17
Unmitigated	42.81	0.90	77.95	0.00		0.00	0.44		0.00	0.44	0.00	245.90	245.90	0.12	0.00	249.17
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	11.32					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	29.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.01	0.00	0.00	0.00		0.00	0.01		0.00	0.01	0.00	118.15	118.15	0.00	0.00	118.87
Landscaping	2.33	0.90	77.95	0.00		0.00	0.43		0.00	0.43	0.00	127.75	127.75	0.12	0.00	130.30
Total	**42.81**	**0.90**	**77.95**	**0.00**		**0.00**	**0.44**		**0.00**	**0.44**	**0.00**	**245.90**	**245.90**	**0.12**	**0.00**	**249.17**

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	11.32					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	26.97					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.01	0.00	0.00	0.00		0.00	0.01		0.00	0.01	0.00	118.15	118.15	0.00	0.00	118.87
Landscaping	2.33	0.90	77.95	0.00		0.00	0.43		0.00	0.43	0.00	127.75	127.75	0.12	0.00	130.30
Total	**40.63**	**0.90**	**77.95**	**0.00**		**0.00**	**0.44**		**0.00**	**0.44**	**0.00**	**245.90**	**245.90**	**0.12**	**0.00**	**249.17**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					4,648.05	10.74	0.30	4,967.76

Unmitigated					5,164.50	11.93	0.34	5,519.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	53.0354 / 33.4353					612.83	1.63	0.05	661.21
City Park	0 / 88.7654					568.51	0.01	0.00	570.30
Condo/Townhouse	161.712 / 101.949					1,868.60	4.98	0.14	2,016.12
Elementary School	8.23999 / 21.1886					197.65	0.26	0.01	205.49
General Office Building	12.4414 / 7.62535					142.36	0.38	0.01	153.71
Junior High School	2.09454 / 5.38597					50.24	0.07	0.00	52.23
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Single Family Housing	119.883 / 75.5787					1,385.27	3.69	0.10	1,494.62
Strip Mall	29.629 / 18.1597					339.04	0.91	0.03	366.06
Total						**5,164.50**	**11.93**	**0.34**	**5,519.74**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	47.7318 / 30.0918					551.55	1.47	0.04	595.09
City Park	0 / 79.8888					511.65	0.01	0.00	513.27
Condo/Townhouse	145.541 / 91.7541					1,681.74	4.48	0.12	1,814.50
Elementary School	7.41599 / 19.0697					177.88	0.23	0.01	184.94
General Office Building	11.1972 / 6.86282					128.13	0.34	0.01	138.34
Junior High School	1.88509 / 4.84737					45.22	0.06	0.00	47.01

Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Single Family Housing	107.895 / 68.0208					1,246.74	3.32	0.09	1,345.16
Strip Mall	26.6661 / 16.3437					305.14	0.82	0.02	329.45
Total						**4,648.05**	**10.73**	**0.29**	**4,967.76**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1,271.47	75.14	0.00	2,849.46
Unmitigated					1,271.47	75.14	0.00	2,849.46
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	374.44					76.01	4.49	0.00	170.34
City Park	6.41					1.30	0.08	0.00	2.92
Condo/Townhouse	1141.72					231.76	13.70	0.00	519.39
Elementary School	620.32					125.92	7.44	0.00	282.19
General Office Building	65.1					13.21	0.78	0.00	29.62
Junior High School	157.68					32.01	1.89	0.00	71.73

Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	3478.03					706.01	41.72	0.00	1,582.21
Strip Mall	420					85.26	5.04	0.00	191.06
Total						**1,271.48**	**75.14**	**0.00**	**2,849.46**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	374.44					76.01	4.49	0.00	170.34
City Park	6.41					1.30	0.08	0.00	2.92
Condo/Townhouse	1141.72					231.76	13.70	0.00	519.39
Elementary School	620.32					125.92	7.44	0.00	282.19
General Office Building	65.1					13.21	0.78	0.00	29.62
Junior High School	157.68					32.01	1.89	0.00	71.73
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	3478.03					706.01	41.72	0.00	1,582.21
Strip Mall	420					85.26	5.04	0.00	191.06
Total						**1,271.48**	**75.14**	**0.00**	**2,849.46**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			

Unmitigated					-2,001.10	0.00	0.00	-2,001.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Grassland	755 / 225					-2,284.30	0.00	0.00	-2,284.30
Total						**-2,284.30**	**0.00**	**0.00**	**-2,284.30**

9.1 Net New Trees

Species Class

	Number of Trees	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
		tons				MT			
Miscellaneous	400					283.20	0.00	0.00	283.20
Total						**283.20**	**0.00**	**0.00**	**283.20**

CalEEMod Input Parameters

La Entrada Specific Plan - Phase V

CLA1201A

Land Use Type	Land Use SubType	Land Use Unit Amount	Land Use Size Metric	Lot Acreage	Land Use Square Feet	Population
Commercial	General Office Building	250	1000sqft	33	250,000	0
Educational	Elementary School	3,399	Student	61.5	284,168	0
Educational	Junior High School	864	Student	81.3	101,573	0
Parking	Other Asphalt Surfaces	112	Acre	112	0	0
Parking	Other Non-Asphalt Surfaces	267	Acre	267	0	0
Parking	Parking Lot	70	Acre	70	0	0
Recreational	City Park	263	Acre	263	0	0
Residential	Apartments Low Rise	2,552	Dwelling Unit	127.6	2,552,000	7,299
Residential	Condo/Townhouse	3,059	Dwelling Unit	382.5	3,059,000	8,749
Residential	Single Family Housing	2,187	Dwelling Unit	516	3,936,600	10,083
Retail	Strip Mall	1,261	1000sqft	66	1,261,000	0
				1,979.9	11,444,341	26,131

Opening Year:	2035	
Climate Zone:	15	
Utility Company:	Imperial Irrigation District	
CO_2 Intensity Factor	1270.9	(lb/MWh)
CH_4 Intensity Factor	0.029	(lb/MWh)
N_2O Intensity Factor	0.011	(lb/MWh)
Total Population	26,131	

Construction

PhaseNumber	PhaseName	Phase Start Date	Phase End Date	Number of Days/Week	NumDays	NumMonths	Notes
1	Demolition	01/02/2029	04/24/2029	5	81	3.7	0
2	Site Preparation	04/25/2029	11/27/2029	5	155	7.0	0
3	Grading	11/28/2029	12/13/2030	5	273	12.4	0
4	Building Construction	12/14/2030	03/08/2035	5	1,104	50.2	0
5	Architectural Coating	06/01/2032	03/08/2035	5	723	32.9	0
6	Paving	01/02/2033	07/26/2035	5	669	30.4	0

Demolition Amount	Unit
80	Ton of Debris

Phase Name	OffRoad Equipment Type	OffRoad Equipment Unit Amount	Usage Hours	Horse Power	Load Factor	Mitigation	Number Of Equipment Mitigated
Demolition	Concrete/Industrial Saws	4	8	81	0.73	Tier 4 Final	4
Demolition	Excavators	3	8	157	0.57	Tier 4 Final	3
Demolition	Rubber Tired Dozers	4	8	358	0.59	Tier 4 Final	13
Site Preparation	Rubber Tired Dozers	6	8	358	0.59	Tier 4 Final	13
Site Preparation	Tractors/Loaders/Backhoes	6	8	75	0.55	Tier 4 Final	24
Grading	Graders	2	8	162	0.61	Tier 4 Final	2
Grading	Rubber Tired Dozers	3	8	358	0.59	Tier 4 Final	13
Grading	Scrapers	12	8	356	0.72	Tier 4 Final	12
Grading	Tractors/Loaders/Backhoes	3	8	75	0.55	Tier 4 Final	24
Building Construction	Cranes	2	7	208	0.43	Tier 4 Final	2
Building Construction	Forklifts	15	8	149	0.3	Tier 4 Final	15
Building Construction	Generator Sets	10	8	84	0.74	Tier 4 Final	10
Building Construction	Other Construction Equipment	10	8	327	0.62	Tier 4 Final	10
Building Construction	Tractors/Loaders/Backhoes	15	7	75	0.55	Tier 4 Final	24
Building Construction	Welders	10	8	46	0.45	Tier 4 Final	24
Architectural Coating	Air Compressors	10	6	78	0.48	Tier 4 Final	10
Paving	Pavers	4	8	89	0.62	Tier 4 Final	4
Paving	Paving Equipment	4	8	82	0.53	Tier 4 Final	4
Paving	Rollers	4	8	84	0.56	Tier 4 Final	4

Architectural Coating Parameters	
Residential Interior VOC (g/L)	250
Residential Interior Area (sqft)	19333890
Residential Exterior VOC (g/L)	250
Residential Exterior Area (sqft)	6444630
Non-Residential Interior VOC (g/L)	250
Non-Residential Interior Area (sqft)	2,845,112
Non-Residential Exterior VOC (g/L)	250
Non-Residential Exterior Area (sqft)	948,371

Phase Name	Number of Worker Trips	Number of Vendor Trips	Number of Haul Trips	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Demolition	28	0	8	10.8	7.3	20
Site Preparation	30	0	0	10.8	7.3	20
Grading	50	0	0	10.8	7.3	20
Building Construction	5,473	1,144	0	10.8	7.3	20
Architectural Coating	1,095	0	0	10.8	7.3	20
Paving	30	0	0	10.8	7.3	20

Phase	Soil Imported	Soil Exported	Units	Acres of Grading
Site Preparatio	0	0	0	0.0
Grading	0	0	0	3549.0

Construction Dust Mitigation

Water per Day	PM_{10} % Reduction	$PM_{2.5}$ % Reduction	Unpaved Road Vehicle Speed
3	61	61	15

Operations

Vehicle Trips Land Use SubType	Vehicle Trips Land Use Size Metric	Trip Rate (/size/day) Weekday	Saturday	Sunday	Residential Trip Length (miles) H-W	H-S	H-O	Nonresidential Trip Len. (miles) C-C	C-W	C-NW	Primary Trip %	Divert Trip %	Pass-By %	Total Trip check
Apartments Low Rise	Dwelling Unit	6.23	6.23	6.23	30	12	30	0	0	0	86	11	3	15,899
City Park	Acre	3.21	3.21	3.21	0	0	0	3.5	3.5	3.5	66	28	6	844
Condo/Townhouse	Dwelling Unit	5.84	5.84	5.84	30	12	30	0	0	0	86	11	3	17,865
Elementary School	Student	1.3	0	0	0	0	0	10	6	10	63	25	12	3,156
General Office Building	1000sqft	11.05	2.37	0.98	0	0	0	36	14	36	77	19	4	2,093
Junior High School	Student	1.62	0	0	0	0	0	10	6	10	63	25	12	1,000
Other Asphalt Surfaces	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0
Other Non-Asphalt Surfaces	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0
Parking Lot	Acre	0	0	0	0	0	0	7.3	9.5	7.3	0	0	0	0
Single Family Housing	Dwelling Unit	9.52	9.52	9.52	30	12	30	0	0	0	86	11	3	20,820
Strip Mall	1000sqft	55.18	55.18	55.18	0	0	0	32	13	32	45	40	15	69,582

	Residential Trip Percentage			Nonresidential Trip Percentage			Energy Use (kWhr/size/yr) or (kBTU/size/yr)					Water Use (gal/yr)		Solid Waste
	H-W	H-S	H-O	C-C	C-W	C-NW	Title 24 Electricity	NonTitle24 Elelctricity	Lighting Electricity	Title 24 NatGas	NonTitle24 NatGas	Indoor	Outdoor	(tons/yr)
Apartments Low Rise	40.2	19.2	40.6	0	0	0	1,197	2,399	876.36	14,081	2,756	166,273,073	104,824,329	1,174
City Park	0	0	0	48	33	19	0	0	0	0	0	0	313,359,595	22.62
Condo/Townhouse	40.2	19.2	40.6	0	0	0	979.54	2,943	1,016	22,445	3,381	199,306,164	125,649,538	1,407
Elementary School	0	0	0	30	65	5	3.4	1.49	14,276	24,949	1.79	8,239,992	21,188,550	620.32
General Office Building	0	0	0	48	33	19	3.75	2.79	4.15	3.65	0	44,433,437	27,233,397	232.5
Junior High School	0	0	0	22.2	72.8	5	3.4	1.49	4.2	7.34	1.79	2,094,543	5,385,969	157.68
Other Asphalt Surfaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Non-Asphalt Surfaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Housing	40.2	19.2	40.6	0	0	0	1,245	4,476	1,478	34,585	5,940	142,491,854	89,831,821	4,134
Strip Mall	0	0	0	64.4	16.6	19	5.6	2.44	7.62	2.02	0.3	93,405,450	57,248,501	1,324

Fleet Mix	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	Total
Annual	40.97%	10.47%	19.13%	9.66%	0.98%	0.43%	0.92%	16.35%	0.09%	0.05%	0.49%	0.11%	0.36%	100.00%
Summer	40.97%	10.47%	19.13%	9.66%	0.98%	0.43%	0.92%	16.35%	0.09%	0.05%	0.49%	0.11%	0.36%	100.00%
Winter	40.97%	10.47%	19.13%	9.66%	0.98%	0.43%	0.92%	16.35%	0.09%	0.05%	0.49%	0.11%	0.36%	100.00%

La Entrada Specific Plan - Phase V

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	250	1000sqft
Elementary School	3399	Student
Junior High School	864	Student
Other Asphalt Surfaces	112	Acre
Other Non-Asphalt Surfaces	267	Acre
Parking Lot	70	Acre
City Park	263	Acre
Apartments Low Rise	2552	Dwelling Unit
Condo/Townhouse	3059	Dwelling Unit
Single Family Housing	2187	Dwelling Unit
Strip Mall	1261	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Project area has no winter

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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					
2029	23.11	130.21	110.01	0.37	36.52	4.94	38.94	19.87	4.94	22.28	0.00	40,774.98	0.00	2.08	0.00	40,818.61
2030	45.15	167.59	405.75	1.28	81.96	5.80	87.76	9.94	5.47	13.04	0.00	116,139.58	0.00	3.48	0.00	116,212.63
2031	45.15	167.59	405.75	1.28	81.96	5.80	87.76	1.23	5.47	6.70	0.00	116,139.58	0.00	3.48	0.00	116,212.63
2032	524.69	179.74	462.40	1.43	96.25	6.43	102.69	1.42	6.07	7.49	0.00	127,385.27	0.00	3.97	0.00	127,468.63
2033	529.30	203.23	501.86	1.49	96.64	7.48	104.13	1.43	7.12	8.55	0.00	133,451.63	0.00	4.32	0.00	133,542.27
2034	529.30	203.23	501.86	1.49	96.64	7.48	104.13	1.43	7.12	8.55	0.00	133,451.63	0.00	4.32	0.00	133,542.27
2035	524.54	184.43	482.60	1.50	96.64	6.36	103.00	1.43	6.02	7.45	0.00	132,886.18	0.00	4.06	0.00	132,971.35

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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					
2029	10.26	21.51	166.90	0.37	7.44	1.08	7.95	3.88	1.08	4.29	0.00	40,774.98	0.00	2.08	0.00	40,818.61
2030	42.85	133.67	457.65	1.28	81.96	5.37	87.33	1.95	5.04	6.27	0.00	116,139.58	0.00	3.48	0.00	116,212.63
2031	42.85	133.67	457.65	1.28	81.96	5.37	87.33	1.23	5.04	6.27	0.00	116,139.58	0.00	3.48	0.00	116,212.63
2032	521.92	138.75	514.65	1.43	96.25	5.87	102.13	1.42	5.51	6.93	0.00	127,385.27	0.00	3.97	0.00	127,468.63
2033	524.50	141.93	553.70	1.49	96.64	6.04	102.68	1.43	5.67	7.10	0.00	133,451.63	0.00	4.32	0.00	133,542.27
2034	524.50	141.93	553.70	1.49	96.64	6.04	102.68	1.43	5.67	7.10	0.00	133,451.63	0.00	4.32	0.00	133,542.27
2035	521.43	136.63	534.99	1.50	96.64	6.02	102.66	1.43	5.67	7.10	0.00	132,886.18	0.00	4.06	0.00	132,971.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	359.15	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84
Energy	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
Mobile	1,094.28	4,784.58	9,082.28	30.99	3,021.51	170.06	3,191.56	50.91	160.36	211.27		#########		65.60		#########
Total	**1,459.87**	**4,847.18**	**9,755.16**	**31.37**	**3,021.51**	**170.06**	**3,200.34**	**50.91**	**160.36**	**220.04**	**0.00**	#########		**68.29**	**1.50**	#########

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	340.84	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84

Energy	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
Mobile	1,094.28	4,784.58	9,082.28	30.99	3,021.51	170.06	3,191.56	50.91	160.36	211.27		#########		65.60		#########
Total	**1,441.56**	**4,847.18**	**9,755.16**	**31.37**	**3,021.51**	**170.06**	**3,200.34**	**50.91**	**160.36**	**220.04**	**0.00**	#########		**68.29**	**1.50**	#########

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

3.2 Demolition - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00						0.00
Off-Road	8.21	50.68	54.39	0.13		2.02	2.02		2.02	2.02		13,517.44		0.73		13,532.86
Total	**8.21**	**50.68**	**54.39**	**0.13**	**0.02**	**2.02**	**2.04**	**0.00**	**2.02**	**2.02**		**13,517.44**		**0.73**		**13,532.86**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	4.89	0.00	4.89	0.47	0.00	0.47		8.30		0.00		8.30
Vendor	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
Worker	0.14	0.11	1.20	0.00	0.37	0.01	0.38	0.00	0.01	0.02		229.67		0.01		229.90
Total	**0.14**	**0.13**	**1.21**	**0.00**	**5.26**	**0.01**	**5.27**	**0.47**	**0.01**	**0.49**		**237.97**		**0.01**		**238.20**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.46	7.14	65.68	0.13		0.36	0.36		0.36	0.36	0.00	13,517.44		0.73		13,532.86
Total	**3.46**	**7.14**	**65.68**	**0.13**	**0.00**	**0.36**	**0.36**	**0.00**	**0.36**	**0.36**	**0.00**	**13,517.44**		**0.73**		**13,532.86**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	3.07	0.00	3.07	0.29	0.00	0.29		8.30		0.00		8.30
Vendor	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
Worker	0.14	0.11	1.20	0.00	0.37	0.01	0.38	0.00	0.01	0.02		229.67		0.01		229.90
Total	**0.14**	**0.13**	**1.21**	**0.00**	**3.44**	**0.01**	**3.45**	**0.29**	**0.01**	**0.31**		**237.97**		**0.01**		**238.20**

3.3 Site Preparation - 2029

Unmitigated Construction On-Site

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

Fugitive Dust					36.13	0.00	36.13	19.86	0.00	19.86						0.00
Off-Road	10.03	63.73	52.07	0.14		2.41	2.41		2.41	2.41		15,169.23		0.90		15,188.12
Total	**10.03**	**63.73**	**52.07**	**0.14**	**36.13**	**2.41**	**38.54**	**19.86**	**2.41**	**22.27**		**15,169.23**		**0.90**		**15,188.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.15	0.12	1.28	0.00	0.39	0.01	0.40	0.01	0.01	0.02		246.07		0.01		246.32
Total	**0.15**	**0.12**	**1.28**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**246.07**		**0.01**		**246.32**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	3.87	8.01	65.26	0.14		0.40	0.40		0.40	0.40	0.00	15,169.23		0.90		15,188.12
Total	**3.87**	**8.01**	**65.26**	**0.14**	**7.05**	**0.40**	**7.45**	**3.87**	**0.40**	**4.27**	**0.00**	**15,169.23**		**0.90**		**15,188.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.15	0.12	1.28	0.00	0.39	0.01	0.40	0.01	0.01	0.02		246.07		0.01		246.32
Total	**0.15**	**0.12**	**1.28**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**246.07**		**0.01**		**246.32**

3.4 Grading - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	22.85	130.01	107.87	0.36		4.92	4.92		4.92	4.92		40,364.86		2.06		40,408.07
Total	**22.85**	**130.01**	**107.87**	**0.36**	**31.85**	**4.92**	**36.77**	**9.93**	**4.92**	**14.85**		**40,364.86**		**2.06**		**40,408.07**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.25	0.20	2.14	0.01	0.65	0.02	0.67	0.01	0.02	0.03		410.12		0.02		410.53
Total	**0.25**	**0.20**	**2.14**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**410.12**		**0.02**		**410.53**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		2.06		40,408.07
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**2.06**		**40,408.07**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.25	0.20	2.14	0.01	0.65	0.02	0.67	0.01	0.02	0.03		410.12		0.02		410.53
Total	**0.25**	**0.20**	**2.14**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**410.12**		**0.02**		**410.53**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	19.05	82.18	99.48	0.36		3.08	3.08		3.08	3.08		40,364.86		1.70		40,400.48
Total	**19.05**	**82.18**	**99.48**	**0.36**	**31.85**	**3.08**	**34.93**	**9.93**	**3.08**	**13.01**		**40,364.86**		**1.70**		**40,400.48**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.21	0.16	1.77	0.01	0.65	0.02	0.67	0.01	0.02	0.03		385.10		0.02		385.47
Total	**0.21**	**0.16**	**1.77**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**385.10**		**0.02**		**385.47**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		1.70		40,400.48
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**1.70**		**40,400.48**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.21	0.16	1.77	0.01	0.65	0.02	0.67	0.01	0.02	0.03		385.10		0.02		385.47
Total	**0.21**	**0.16**	**1.77**	**0.01**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**385.10**		**0.02**		**385.47**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65

Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.07	83.53	45.09	0.30	10.53	2.10	12.63	0.27	1.93	2.20		31,683.06		0.31		31,689.65
Worker	23.43	17.96	193.40	0.57	71.43	2.13	73.57	0.96	1.97	2.93		42,153.57		1.88		42,193.10
Total	**30.50**	**101.49**	**238.49**	**0.87**	**81.96**	**4.23**	**86.20**	**1.23**	**3.90**	**5.13**		**73,836.63**		**2.19**		**73,882.75**

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	13.70	57.88	166.94	0.41		1.03	1.03		1.03	1.03		42,302.92		1.22		42,328.52
Total	**13.70**	**57.88**	**166.94**	**0.41**		**1.03**	**1.03**		**1.03**	**1.03**		**42,302.92**		**1.22**		**42,328.52**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	6.90	80.71	43.75	0.30	10.53	2.02	12.54	0.27	1.86	2.12		31,803.41		0.31		31,809.84
Worker	21.03	15.91	178.99	0.57	71.43	2.19	73.62	0.96	2.04	3.00		41,584.73		1.78		41,622.10
Total	**27.93**	**96.62**	**222.74**	**0.87**	**81.96**	**4.21**	**86.16**	**1.23**	**3.90**	**5.12**		**73,388.14**		**2.09**		**73,431.94**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.22		42,328.52
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.22**		**42,328.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	6.90	80.71	43.75	0.30	10.53	2.02	12.54	0.27	1.86	2.12		31,803.41		0.31		31,809.84
Worker	21.03	15.91	178.99	0.57	71.43	2.19	73.62	0.96	2.04	3.00		41,584.73		1.78		41,622.10

Total	**27.93**	**96.62**	**222.74**	**0.87**	**81.96**	**4.21**	**86.16**	**1.23**	**3.90**	**5.12**		**73,388.14**		**2.09**		**73,431.94**

3.6 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**474.85**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.69	3.59	38.69	0.11	14.29	0.43	14.72	0.19	0.39	0.59		8,433.79		0.38		8,441.70
Total	**4.69**	**3.59**	**38.69**	**0.11**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**8,433.79**		**0.38**		**8,441.70**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.69	3.59	38.69	0.11	14.29	0.43	14.72	0.19	0.39	0.59		8,433.79		0.38		8,441.70
Total	**4.69**	**3.59**	**38.69**	**0.11**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**8,433.79**		**0.38**		**8,441.70**

3.6 Architectural Coating - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**474.85**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.69	3.59	38.69	0.11	14.29	0.43	14.72	0.19	0.39	0.59		8,433.79		0.38		8,441.70
Total	**4.69**	**3.59**	**38.69**	**0.11**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**8,433.79**		**0.38**		**8,441.70**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00

Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.69	3.59	38.69	0.11	14.29	0.43	14.72	0.19	0.39	0.59		8,433.79		0.38		8,441.70
Total	**4.69**	**3.59**	**38.69**	**0.11**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**8,433.79**		**0.38**		**8,441.70**

3.6 Architectural Coating - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**474.85**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.69	3.59	38.69	0.11	14.29	0.43	14.72	0.19	0.39	0.59		8,433.79		0.38		8,441.70
Total	**4.69**	**3.59**	**38.69**	**0.11**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**8,433.79**		**0.38**		**8,441.70**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.69	3.59	38.69	0.11	14.29	0.43	14.72	0.19	0.39	0.59		8,433.79		0.38		8,441.70
Total	**4.69**	**3.59**	**38.69**	**0.11**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**8,433.79**		**0.38**		**8,441.70**

3.6 Architectural Coating - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.18	7.57	17.93	0.03		0.10	0.10		0.10	0.10		2,811.90		0.10		2,814.08
Total	**474.72**	**7.57**	**17.93**	**0.03**		**0.10**	**0.10**		**0.10**	**0.10**		**2,811.90**		**0.10**		**2,814.08**

Unmitigated Construction Off-Site

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

Vendor	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
Worker	4.21	3.18	35.81	0.11	14.29	0.44	14.73	0.19	0.41	0.60		8,319.99		0.36		8,327.46
Total	**4.21**	**3.18**	**35.81**	**0.11**	**14.29**	**0.44**	**14.73**	**0.19**	**0.41**	**0.60**		**8,319.99**		**0.36**		**8,327.46**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.10		2,814.08
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.10**		**2,814.08**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.21	3.18	35.81	0.11	14.29	0.44	14.73	0.19	0.41	0.60		8,319.99		0.36		8,327.46
Total	**4.21**	**3.18**	**35.81**	**0.11**	**14.29**	**0.44**	**14.73**	**0.19**	**0.41**	**0.60**		**8,319.99**		**0.36**		**8,327.46**

3.7 Paving - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.77	23.39	38.40	0.06		1.04	1.04		1.04	1.04		5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**4.48**	**23.39**	**38.40**	**0.06**		**1.04**	**1.04**		**1.04**	**1.04**		**5,835.30**		**0.34**		**5,842.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.13	0.10	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		231.06		0.01		231.28
Total	**0.13**	**0.10**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**231.06**		**0.01**		**231.28**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.30**		**0.34**		**5,842.37**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.13	0.10	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		231.06		0.01		231.28
Total	**0.13**	**0.10**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**231.06**		**0.01**		**231.28**

3.7 Paving - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.77	23.39	38.40	0.06		1.04	1.04		1.04	1.04		5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**4.48**	**23.39**	**38.40**	**0.06**		**1.04**	**1.04**		**1.04**	**1.04**		**5,835.30**		**0.34**		**5,842.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.13	0.10	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		231.06		0.01		231.28
Total	**0.13**	**0.10**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**231.06**		**0.01**		**231.28**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.30**		**0.34**		**5,842.37**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.13	0.10	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		231.06		0.01		231.28
Total	**0.13**	**0.10**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**231.06**		**0.01**		**231.28**

3.7 Paving - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.17	19.10	38.21	0.06		0.58	0.58		0.58	0.58		5,835.29		0.28		5,841.21
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**3.88**	**19.10**	**38.21**	**0.06**		**0.58**	**0.58**		**0.58**	**0.58**		**5,835.29**		**0.28**		**5,841.21**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.12	0.09	0.98	0.00	0.39	0.01	0.40	0.01	0.01	0.02		227.94		0.01		228.15
Total	**0.12**	**0.09**	**0.98**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**227.94**		**0.01**		**228.15**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.28		5,841.21
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.28**		**5,841.21**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.12	0.09	0.98	0.00	0.39	0.01	0.40	0.01	0.01	0.02		227.94		0.01		228.15
Total	**0.12**	**0.09**	**0.98**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**227.94**		**0.01**		**228.15**

4.0 Mobile Detail

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	1,094.28	4,784.58	9,082.28	30.99	3,021.51	170.06	3,191.56	50.91	160.36	211.27		#########		65.60		#########
Unmitigated	1,094.28	4,784.58	9,082.28	30.99	3,021.51	170.06	3,191.56	50.91	160.36	211.27		#########		65.60		#########
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	15,898.96	15,898.96	15898.96	136,351,567	136,351,567
City Park	844.23	844.23	844.23	786,995	786,995
Condo/Townhouse	17,864.56	17,864.56	17864.56	153,208,810	153,208,810
Elementary School	4,418.70	0.00	0.00	5,901,130	5,901,130
General Office Building	2,762.50	592.50	245.00	17,901,500	17,901,500
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	20,820.24	20,820.24	20820.24	178,557,110	178,557,110
Strip Mall	69,581.98	69,581.98	69581.98	402,213,709	402,213,709

Total	133,590.85	125,602.47	125,254.97	896,711,451	896,711,451

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	14.00	36.00	36.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	13.00	32.00	32.00	16.60	64.40	19.00

5.0 Energy Detail

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	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
NaturalGas Unmitigated	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Low Rise	117721	1.27	10.85	4.62	0.07		0.00	0.88		0.00	0.88		13,849.55		0.27	0.25	13,933.84
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	216442	2.33	19.95	8.49	0.13		0.00	1.61		0.00	1.61		25,463.74		0.49	0.47	25,618.71
Elementary School	7108.09	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	2500	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.12		0.01	0.01	295.91
Junior High School	2540.72	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	242816	2.62	22.38	9.52	0.14		0.00	1.81		0.00	1.81		28,566.56		0.55	0.52	28,740.41
Strip Mall	8015.12	0.09	0.79	0.66	0.00		0.00	0.06		0.00	0.06		942.96		0.02	0.02	948.69
Total		**6.45**	**55.17**	**24.30**	**0.34**		**0.00**	**4.45**		**0.00**	**4.45**		**70,252.09**		**1.37**	**1.30**	**70,679.63**

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	lb/day										lb/day					
Apartments Low Rise	117.721	1.27	10.85	4.62	0.07		0.00	0.88		0.00	0.88		13,849.55		0.27	0.25	13,933.84
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	216.442	2.33	19.95	8.49	0.13		0.00	1.61		0.00	1.61		25,463.74		0.49	0.47	25,618.71
Elementary School	7.10809	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	2.5	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.12		0.01	0.01	295.91
Junior High School	2.54072	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	242.816	2.62	22.38	9.52	0.14		0.00	1.81		0.00	1.81		28,566.56		0.55	0.52	28,740.41
Strip Mall	8.01512	0.09	0.79	0.66	0.00		0.00	0.06		0.00	0.06		942.96		0.02	0.02	948.69

Total		**6.45**	**55.17**	**24.30**	**0.34**		**0.00**	**4.45**		**0.00**	**4.45**		**70,252.09**		**1.37**	**1.30**	**70,679.63**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	340.84	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84
Unmitigated	359.15	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	93.80					0.00	0.00		0.00	0.00						0.00
Consumer Products	244.91					0.00	0.00		0.00	0.00						0.00
Hearth	1.07	0.00	0.06	0.00		0.00	0.74		0.00	0.73	0.00	11,647.06		0.22	0.21	11,717.94
Landscaping	19.38	7.45	648.53	0.03		0.00	3.59		0.00	3.59		1,172.50		1.11		1,195.90
Total	**359.16**	**7.45**	**648.59**	**0.03**		**0.00**	**4.33**		**0.00**	**4.32**	**0.00**	**12,819.56**		**1.33**	**0.21**	**12,913.84**

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	93.80					0.00	0.00		0.00	0.00						0.00
Consumer Products	226.60					0.00	0.00		0.00	0.00						0.00
Hearth	1.07	0.00	0.06	0.00		0.00	0.74		0.00	0.73	0.00	11,647.06		0.22	0.21	11,717.94
Landscaping	19.38	7.45	648.53	0.03		0.00	3.59		0.00	3.59		1,172.50		1.11		1,195.90
Total	**340.85**	**7.45**	**648.59**	**0.03**		**0.00**	**4.33**		**0.00**	**4.32**	**0.00**	**12,819.56**		**1.33**	**0.21**	**12,913.84**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Phase V

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	250	1000sqft
Elementary School	3399	Student
Junior High School	864	Student
Other Asphalt Surfaces	112	Acre
Other Non-Asphalt Surfaces	267	Acre
Parking Lot	70	Acre
City Park	263	Acre
Apartments Low Rise	2552	Dwelling Unit
Condo/Townhouse	3059	Dwelling Unit
Single Family Housing	2187	Dwelling Unit
Strip Mall	1261	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Project area has no winter

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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					
2029	23.08	130.21	109.65	0.37	36.52	4.94	38.94	19.87	4.94	22.28	0.00	40,733.22	0.00	2.08	0.00	40,776.81
2030	43.80	165.39	386.60	1.23	81.96	5.83	87.79	9.94	5.50	13.04	0.00	112,154.98	0.00	3.32	0.00	112,224.65
2031	43.80	165.39	386.60	1.23	81.96	5.83	87.79	1.23	5.50	6.73	0.00	112,154.98	0.00	3.32	0.00	112,224.65
2032	522.97	177.58	437.16	1.36	96.25	6.46	102.71	1.42	6.09	7.52	0.00	122,670.07	0.00	3.77	0.00	122,749.27
2033	527.57	201.07	476.46	1.43	96.64	7.51	104.15	1.43	7.14	8.57	0.00	128,716.41	0.00	4.12	0.00	128,802.88
2034	527.57	201.07	476.46	1.43	96.64	7.51	104.15	1.43	7.14	8.57	0.00	128,716.41	0.00	4.12	0.00	128,802.88
2035	523.19	182.08	459.05	1.43	96.64	6.38	103.02	1.43	6.04	7.47	0.00	128,205.34	0.00	3.87	0.00	128,286.64

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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					
2029	10.24	21.51	166.53	0.37	7.44	1.08	7.95	3.88	1.08	4.29	0.00	40,733.22	0.00	2.08	0.00	40,776.81
2030	41.49	131.47	438.50	1.23	81.96	5.40	87.36	1.95	5.07	6.30	0.00	112,154.98	0.00	3.32	0.00	112,224.65
2031	41.49	131.47	438.50	1.23	81.96	5.40	87.36	1.23	5.07	6.30	0.00	112,154.98	0.00	3.32	0.00	112,224.65
2032	520.20	136.59	489.41	1.36	96.25	5.90	102.15	1.42	5.53	6.96	0.00	122,670.07	0.00	3.77	0.00	122,749.27
2033	522.77	139.77	528.29	1.43	96.64	6.07	102.71	1.43	5.70	7.13	0.00	128,716.41	0.00	4.12	0.00	128,802.88
2034	522.77	139.77	528.29	1.43	96.64	6.07	102.71	1.43	5.70	7.13	0.00	128,716.41	0.00	4.12	0.00	128,802.88
2035	520.08	134.28	511.43	1.43	96.64	6.04	102.68	1.43	5.69	7.12	0.00	128,205.34	0.00	3.87	0.00	128,286.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	359.15	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84
Energy	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
Mobile	1,097.65	4,729.25	8,317.12	29.35	3,021.51	170.54	3,192.04	50.91	161.32	212.23		#########		66.05		#########
Total	**1,463.24**	**4,791.85**	**8,990.00**	**29.73**	**3,021.51**	**170.54**	**3,200.82**	**50.91**	**161.32**	**221.00**	**0.00**	#########		**68.74**	**1.50**	#########

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	340.84	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84

Energy	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
Mobile	1,097.65	4,729.25	8,317.12	29.35	3,021.51	170.54	3,192.04	50.91	161.32	212.23		#########		66.05		#########
Total	**1,444.93**	**4,791.85**	**8,990.00**	**29.73**	**3,021.51**	**170.54**	**3,200.82**	**50.91**	**161.32**	**221.00**	**0.00**	**#########**		**68.74**	**1.50**	**#########**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.02	0.00	0.02	0.00	0.00	0.00						0.00
Off-Road	8.21	50.68	54.39	0.13		2.02	2.02		2.02	2.02		13,517.44		0.73		13,532.86
Total	**8.21**	**50.68**	**54.39**	**0.13**	**0.02**	**2.02**	**2.04**	**0.00**	**2.02**	**2.02**		**13,517.44**		**0.73**		**13,532.86**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	4.89	0.00	4.89	0.47	0.00	0.47		8.24		0.00		8.25
Vendor	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
Worker	0.13	0.12	0.99	0.00	0.37	0.01	0.38	0.00	0.01	0.02		206.28		0.01		206.49
Total	**0.13**	**0.14**	**1.00**	**0.00**	**5.26**	**0.01**	**5.27**	**0.47**	**0.01**	**0.49**		**214.52**		**0.01**		**214.74**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.46	7.14	65.68	0.13		0.36	0.36		0.36	0.36	0.00	13,517.44		0.73		13,532.86
Total	**3.46**	**7.14**	**65.68**	**0.13**	**0.00**	**0.36**	**0.36**	**0.00**	**0.36**	**0.36**	**0.00**	**13,517.44**		**0.73**		**13,532.86**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	3.07	0.00	3.07	0.29	0.00	0.29		8.24		0.00		8.25
Vendor	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
Worker	0.13	0.12	0.99	0.00	0.37	0.01	0.38	0.00	0.01	0.02		206.28		0.01		206.49
Total	**0.13**	**0.14**	**1.00**	**0.00**	**3.44**	**0.01**	**3.45**	**0.29**	**0.01**	**0.31**		**214.52**		**0.01**		**214.74**

3.3 Site Preparation - 2029

Unmitigated Construction On-Site

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

Fugitive Dust					36.13	0.00	36.13	19.86	0.00	19.86						0.00
Off-Road	10.03	63.73	52.07	0.14		2.41	2.41		2.41	2.41		15,169.23		0.90		15,188.12
Total	**10.03**	**63.73**	**52.07**	**0.14**	**36.13**	**2.41**	**38.54**	**19.86**	**2.41**	**22.27**		**15,169.23**		**0.90**		**15,188.12**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.12	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		221.02		0.01		221.24
Total	**0.14**	**0.12**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**221.02**		**0.01**		**221.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	3.87	8.01	65.26	0.14		0.40	0.40		0.40	0.40	0.00	15,169.23		0.90		15,188.12
Total	**3.87**	**8.01**	**65.26**	**0.14**	**7.05**	**0.40**	**7.45**	**3.87**	**0.40**	**4.27**	**0.00**	**15,169.23**		**0.90**		**15,188.12**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.14	0.12	1.06	0.00	0.39	0.01	0.40	0.01	0.01	0.02		221.02		0.01		221.24
Total	**0.14**	**0.12**	**1.06**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**221.02**		**0.01**		**221.24**

3.4 Grading - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	22.85	130.01	107.87	0.36		4.92	4.92		4.92	4.92		40,364.86		2.06		40,408.07
Total	**22.85**	**130.01**	**107.87**	**0.36**	**31.85**	**4.92**	**36.77**	**9.93**	**4.92**	**14.85**		**40,364.86**		**2.06**		**40,408.07**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.23	0.21	1.77	0.00	0.65	0.02	0.67	0.01	0.02	0.03		368.36		0.02		368.73
Total	**0.23**	**0.21**	**1.77**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**368.36**		**0.02**		**368.73**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		2.06		40,408.07
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**2.06**		**40,408.07**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.23	0.21	1.77	0.00	0.65	0.02	0.67	0.01	0.02	0.03		368.36		0.02		368.73
Total	**0.23**	**0.21**	**1.77**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**368.36**		**0.02**		**368.73**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					31.85	0.00	31.85	9.93	0.00	9.93						0.00
Off-Road	19.05	82.18	99.48	0.36		3.08	3.08		3.08	3.08		40,364.86		1.70		40,400.48
Total	**19.05**	**82.18**	**99.48**	**0.36**	**31.85**	**3.08**	**34.93**	**9.93**	**3.08**	**13.01**		**40,364.86**		**1.70**		**40,400.48**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.20	0.17	1.49	0.00	0.65	0.02	0.67	0.01	0.02	0.03		351.74		0.02		352.07
Total	**0.20**	**0.17**	**1.49**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**351.74**		**0.02**		**352.07**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.21	0.00	6.21	1.94	0.00	1.94						0.00
Off-Road	10.01	21.31	164.76	0.36		1.07	1.07		1.07	1.07	0.00	40,364.86		1.70		40,400.48
Total	**10.01**	**21.31**	**164.76**	**0.36**	**6.21**	**1.07**	**7.28**	**1.94**	**1.07**	**3.01**	**0.00**	**40,364.86**		**1.70**		**40,400.48**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.20	0.17	1.49	0.00	0.65	0.02	0.67	0.01	0.02	0.03		351.74		0.02		352.07
Total	**0.20**	**0.17**	**1.49**	**0.00**	**0.65**	**0.02**	**0.67**	**0.01**	**0.02**	**0.03**		**351.74**		**0.02**		**352.07**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18

Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	14.65	66.10	167.25	0.41		1.57	1.57		1.57	1.57		42,302.95		1.28		42,329.88
Total	**14.65**	**66.10**	**167.25**	**0.41**		**1.57**	**1.57**		**1.57**	**1.57**		**42,302.95**		**1.28**		**42,329.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.95		1.28		42,329.88
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.95**		**1.28**		**42,329.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.55	81.13	56.44	0.30	10.53	2.13	12.66	0.27	1.96	2.23		31,350.15		0.33		31,357.18
Worker	21.60	18.16	162.91	0.52	71.43	2.13	73.57	0.96	1.97	2.93		38,501.88		1.70		38,537.59
Total	**29.15**	**99.29**	**219.35**	**0.82**	**81.96**	**4.26**	**86.23**	**1.23**	**3.93**	**5.16**		**69,852.03**		**2.03**		**69,894.77**

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	13.70	57.88	166.94	0.41		1.03	1.03		1.03	1.03		42,302.92		1.22		42,328.52
Total	**13.70**	**57.88**	**166.94**	**0.41**		**1.03**	**1.03**		**1.03**	**1.03**		**42,302.92**		**1.22**		**42,328.52**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.37	78.17	55.00	0.30	10.53	2.04	12.57	0.27	1.88	2.15		31,470.06		0.33		31,476.92
Worker	19.51	16.06	150.12	0.52	71.43	2.19	73.62	0.96	2.04	3.00		37,978.52		1.61		38,012.31
Total	**26.88**	**94.23**	**205.12**	**0.82**	**81.96**	**4.23**	**86.19**	**1.23**	**3.92**	**5.15**		**69,448.58**		**1.94**		**69,489.23**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.35	32.18	219.16	0.41		1.13	1.13		1.13	1.13	0.00	42,302.92		1.22		42,328.52
Total	**12.35**	**32.18**	**219.16**	**0.41**		**1.13**	**1.13**		**1.13**	**1.13**	**0.00**	**42,302.92**		**1.22**		**42,328.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	7.37	78.17	55.00	0.30	10.53	2.04	12.57	0.27	1.88	2.15		31,470.06		0.33		31,476.92
Worker	19.51	16.06	150.12	0.52	71.43	2.19	73.62	0.96	2.04	3.00		37,978.52		1.61		38,012.31

Total	**26.88**	**94.23**	**205.12**	**0.82**	**81.96**	**4.23**	**86.19**	**1.23**	**3.92**	**5.15**		**69,448.58**		**1.94**		**69,489.23**

3.6 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**474.85**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.32	3.63	32.59	0.10	14.29	0.43	14.72	0.19	0.39	0.59		7,703.19		0.34		7,710.33
Total	**4.32**	**3.63**	**32.59**	**0.10**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**7,703.19**		**0.34**		**7,710.33**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.32	3.63	32.59	0.10	14.29	0.43	14.72	0.19	0.39	0.59		7,703.19		0.34		7,710.33
Total	**4.32**	**3.63**	**32.59**	**0.10**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**7,703.19**		**0.34**		**7,710.33**

3.6 Architectural Coating - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**474.85**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.32	3.63	32.59	0.10	14.29	0.43	14.72	0.19	0.39	0.59		7,703.19		0.34		7,710.33
Total	**4.32**	**3.63**	**32.59**	**0.10**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**7,703.19**		**0.34**		**7,710.33**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00

Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.32	3.63	32.59	0.10	14.29	0.43	14.72	0.19	0.39	0.59		7,703.19		0.34		7,710.33
Total	**4.32**	**3.63**	**32.59**	**0.10**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**7,703.19**		**0.34**		**7,710.33**

3.6 Architectural Coating - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.31	8.55	17.96	0.03		0.20	0.20		0.20	0.20		2,811.90		0.11		2,814.29
Total	**474.85**	**8.55**	**17.96**	**0.03**		**0.20**	**0.20**		**0.20**	**0.20**		**2,811.90**		**0.11**		**2,814.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.32	3.63	32.59	0.10	14.29	0.43	14.72	0.19	0.39	0.59		7,703.19		0.34		7,710.33
Total	**4.32**	**3.63**	**32.59**	**0.10**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**7,703.19**		**0.34**		**7,710.33**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.11		2,814.29
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.11**		**2,814.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	4.32	3.63	32.59	0.10	14.29	0.43	14.72	0.19	0.39	0.59		7,703.19		0.34		7,710.33
Total	**4.32**	**3.63**	**32.59**	**0.10**	**14.29**	**0.43**	**14.72**	**0.19**	**0.39**	**0.59**		**7,703.19**		**0.34**		**7,710.33**

3.6 Architectural Coating - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	1.18	7.57	17.93	0.03		0.10	0.10		0.10	0.10		2,811.90		0.10		2,814.08
Total	**474.72**	**7.57**	**17.93**	**0.03**		**0.10**	**0.10**		**0.10**	**0.10**		**2,811.90**		**0.10**		**2,814.08**

Unmitigated Construction Off-Site

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

Vendor	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
Worker	3.90	3.21	30.04	0.10	14.29	0.44	14.73	0.19	0.41	0.60		7,598.48		0.32		7,605.24
Total	**3.90**	**3.21**	**30.04**	**0.10**	**14.29**	**0.44**	**14.73**	**0.19**	**0.41**	**0.60**		**7,598.48**		**0.32**		**7,605.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	473.54					0.00	0.00		0.00	0.00						0.00
Off-Road	0.84	1.48	18.31	0.03		0.07	0.07		0.07	0.07	0.00	2,811.90		0.10		2,814.08
Total	**474.38**	**1.48**	**18.31**	**0.03**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**2,811.90**		**0.10**		**2,814.08**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	3.90	3.21	30.04	0.10	14.29	0.44	14.73	0.19	0.41	0.60		7,598.48		0.32		7,605.24
Total	**3.90**	**3.21**	**30.04**	**0.10**	**14.29**	**0.44**	**14.73**	**0.19**	**0.41**	**0.60**		**7,598.48**		**0.32**		**7,605.24**

3.7 Paving - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.77	23.39	38.40	0.06		1.04	1.04		1.04	1.04		5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**4.48**	**23.39**	**38.40**	**0.06**		**1.04**	**1.04**		**1.04**	**1.04**		**5,835.30**		**0.34**		**5,842.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.12	0.10	0.89	0.00	0.39	0.01	0.40	0.01	0.01	0.02		211.05		0.01		211.24
Total	**0.12**	**0.10**	**0.89**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**211.05**		**0.01**		**211.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.30**		**0.34**		**5,842.37**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.12	0.10	0.89	0.00	0.39	0.01	0.40	0.01	0.01	0.02		211.05		0.01		211.24
Total	**0.12**	**0.10**	**0.89**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**211.05**		**0.01**		**211.24**

3.7 Paving - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.77	23.39	38.40	0.06		1.04	1.04		1.04	1.04		5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**4.48**	**23.39**	**38.40**	**0.06**		**1.04**	**1.04**		**1.04**	**1.04**		**5,835.30**		**0.34**		**5,842.37**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.12	0.10	0.89	0.00	0.39	0.01	0.40	0.01	0.01	0.02		211.05		0.01		211.24
Total	**0.12**	**0.10**	**0.89**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**211.05**		**0.01**		**211.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.30		0.34		5,842.37
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.30**		**0.34**		**5,842.37**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.12	0.10	0.89	0.00	0.39	0.01	0.40	0.01	0.01	0.02		211.05		0.01		211.24
Total	**0.12**	**0.10**	**0.89**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**211.05**		**0.01**		**211.24**

3.7 Paving - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.17	19.10	38.21	0.06		0.58	0.58		0.58	0.58		5,835.29		0.28		5,841.21
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**3.88**	**19.10**	**38.21**	**0.06**		**0.58**	**0.58**		**0.58**	**0.58**		**5,835.29**		**0.28**		**5,841.21**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.11	0.09	0.82	0.00	0.39	0.01	0.40	0.01	0.01	0.02		208.18		0.01		208.36
Total	**0.11**	**0.09**	**0.82**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**208.18**		**0.01**		**208.36**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.75	3.08	37.99	0.06		0.15	0.15		0.15	0.15	0.00	5,835.29		0.28		5,841.21
Paving	0.71					0.00	0.00		0.00	0.00						0.00
Total	**2.46**	**3.08**	**37.99**	**0.06**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,835.29**		**0.28**		**5,841.21**

Mitigated Construction Off-Site

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

Hauling	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
Vendor	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
Worker	0.11	0.09	0.82	0.00	0.39	0.01	0.40	0.01	0.01	0.02		208.18		0.01		208.36
Total	**0.11**	**0.09**	**0.82**	**0.00**	**0.39**	**0.01**	**0.40**	**0.01**	**0.01**	**0.02**		**208.18**		**0.01**		**208.36**

4.0 Mobile Detail

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	1,097.65	4,729.25	8,317.12	29.35	3,021.51	170.54	3,192.04	50.91	161.32	212.23		#########		66.05		#########
Unmitigated	1,097.65	4,729.25	8,317.12	29.35	3,021.51	170.54	3,192.04	50.91	161.32	212.23		#########		66.05		#########
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	15,898.96	15,898.96	15898.96	136,351,567	136,351,567
City Park	844.23	844.23	844.23	786,995	786,995
Condo/Townhouse	17,864.56	17,864.56	17864.56	153,208,810	153,208,810
Elementary School	4,418.70	0.00	0.00	5,901,130	5,901,130
General Office Building	2,762.50	592.50	245.00	17,901,500	17,901,500
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	20,820.24	20,820.24	20820.24	178,557,110	178,557,110
Strip Mall	69,581.98	69,581.98	69581.98	402,213,709	402,213,709

Total	133,590.85	125,602.47	125,254.97	896,711,451	896,711,451

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	14.00	36.00	36.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	13.00	32.00	32.00	16.60	64.40	19.00

5.0 Energy Detail

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	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
NaturalGas Unmitigated	6.44	55.15	24.29	0.35		0.00	4.45		0.00	4.45		70,252.07		1.35	1.29	70,679.61
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Low Rise	117721	1.27	10.85	4.62	0.07		0.00	0.88		0.00	0.88		13,849.55		0.27	0.25	13,933.84
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	216442	2.33	19.95	8.49	0.13		0.00	1.61		0.00	1.61		25,463.74		0.49	0.47	25,618.71
Elementary School	7108.09	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	2500	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.12		0.01	0.01	295.91
Junior High School	2540.72	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	242816	2.62	22.38	9.52	0.14		0.00	1.81		0.00	1.81		28,566.56		0.55	0.52	28,740.41
Strip Mall	8015.12	0.09	0.79	0.66	0.00		0.00	0.06		0.00	0.06		942.96		0.02	0.02	948.69
Total		**6.45**	**55.17**	**24.30**	**0.34**		**0.00**	**4.45**		**0.00**	**4.45**		**70,252.09**		**1.37**	**1.30**	**70,679.63**

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	lb/day										lb/day					
Apartments Low Rise	117.721	1.27	10.85	4.62	0.07		0.00	0.88		0.00	0.88		13,849.55		0.27	0.25	13,933.84
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Condo/Townhouse	216.442	2.33	19.95	8.49	0.13		0.00	1.61		0.00	1.61		25,463.74		0.49	0.47	25,618.71
Elementary School	7.10809	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.25		0.02	0.02	841.34
General Office Building	2.5	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.12		0.01	0.01	295.91
Junior High School	2.54072	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		298.91		0.01	0.01	300.73
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	242.816	2.62	22.38	9.52	0.14		0.00	1.81		0.00	1.81		28,566.56		0.55	0.52	28,740.41
Strip Mall	8.01512	0.09	0.79	0.66	0.00		0.00	0.06		0.00	0.06		942.96		0.02	0.02	948.69

Total		**6.45**	**55.17**	**24.30**	**0.34**		**0.00**	**4.45**		**0.00**	**4.45**		**70,252.09**		**1.37**	**1.30**	**70,679.63**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	340.84	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84
Unmitigated	359.15	7.45	648.59	0.03		0.00	4.33		0.00	4.32	0.00	12,819.56		1.34	0.21	12,913.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	93.80					0.00	0.00		0.00	0.00						0.00
Consumer Products	244.91					0.00	0.00		0.00	0.00						0.00
Hearth	1.07	0.00	0.06	0.00		0.00	0.74		0.00	0.73	0.00	11,647.06		0.22	0.21	11,717.94
Landscaping	19.38	7.45	648.53	0.03		0.00	3.59		0.00	3.59		1,172.50		1.11		1,195.90
Total	**359.16**	**7.45**	**648.59**	**0.03**		**0.00**	**4.33**		**0.00**	**4.32**	**0.00**	**12,819.56**		**1.33**	**0.21**	**12,913.84**

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	93.80					0.00	0.00		0.00	0.00						0.00
Consumer Products	226.60					0.00	0.00		0.00	0.00						0.00
Hearth	1.07	0.00	0.06	0.00		0.00	0.74		0.00	0.73	0.00	11,647.06		0.22	0.21	11,717.94
Landscaping	19.38	7.45	648.53	0.03		0.00	3.59		0.00	3.59		1,172.50		1.11		1,195.90
Total	**340.85**	**7.45**	**648.59**	**0.03**		**0.00**	**4.33**		**0.00**	**4.32**	**0.00**	**12,819.56**		**1.33**	**0.21**	**12,913.84**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Phase V

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	250	1000sqft
Elementary School	3399	Student
Junior High School	864	Student
Other Asphalt Surfaces	112	Acre
Other Non-Asphalt Surfaces	267	Acre
Parking Lot	70	Acre
City Park	263	Acre
Apartments Low Rise	2552	Dwelling Unit
Condo/Townhouse	3059	Dwelling Unit
Single Family Housing	2187	Dwelling Unit
Strip Mall	1261	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use - Data and acreages from project plans.

Construction Phase - From project plans

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - Only small portion of construction traffic will be off-pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips - Trip rates from traffic study and include internal trip capture. Assumed offsite trip lengths would average 40 miles, onsite would average 3.5 miles.

Road Dust - At project opening all roads will be paved.

Woodstoves - No wood burning and gas fireplaces in only 25% of the low and very low density residential.

Landscape Equipment - Project area has no winter

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

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					
2029	1.40	8.57	7.68	0.02	7.39	0.33	7.71	3.12	0.33	3.45	0.00	2,030.95	2,030.95	0.11	0.00	2,033.34
2030	2.65	11.23	14.93	0.05	4.88	0.42	5.31	1.57	0.42	1.99	0.00	5,222.89	5,222.89	0.21	0.00	5,227.33
2031	5.49	21.42	51.18	0.16	10.02	0.76	10.78	0.16	0.72	0.88	0.00	13,554.42	13,554.42	0.40	0.00	13,562.80
2032	42.38	22.42	55.44	0.18	11.09	0.81	11.90	0.18	0.76	0.94	0.00	14,370.92	14,370.92	0.43	0.00	14,380.01
2033	68.32	25.94	62.97	0.19	11.77	0.97	12.75	0.19	0.93	1.11	0.00	15,507.59	15,507.59	0.49	0.00	15,517.95
2034	68.32	25.94	62.97	0.19	11.77	0.97	12.75	0.19	0.93	1.11	0.00	15,507.59	15,507.59	0.49	0.00	15,517.95
2035	12.97	5.39	13.38	0.04	2.24	0.19	2.42	0.04	0.18	0.21	0.00	3,185.60	3,185.60	0.10	0.00	3,187.71

Total	**201.53**	**120.91**	**268.55**	**0.83**	**59.16**	**4.45**	**63.62**	**5.45**	**4.27**	**9.69**	**0.00**	**69,379.96**	**69,379.96**	**2.23**	**0.00**	**69,427.09**

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					
2029	0.58	1.18	9.85	0.02	1.56	0.06	1.62	0.62	0.06	0.68	0.00	2,030.95	2,030.95	0.11	0.00	2,033.34
2030	1.51	3.45	23.37	0.05	1.38	0.17	1.55	0.31	0.17	0.48	0.00	5,222.89	5,222.89	0.21	0.00	5,227.33
2031	5.19	16.99	57.95	0.16	10.02	0.70	10.72	0.16	0.66	0.82	0.00	13,554.42	13,554.42	0.40	0.00	13,562.80
2032	42.04	17.43	62.27	0.18	11.09	0.74	11.84	0.18	0.70	0.87	0.00	14,370.92	14,370.92	0.43	0.00	14,380.01
2033	67.69	17.97	69.70	0.19	11.77	0.79	12.56	0.19	0.74	0.92	0.00	15,507.59	15,507.59	0.49	0.00	15,517.95
2034	67.69	17.97	69.70	0.19	11.77	0.79	12.56	0.19	0.74	0.92	0.00	15,507.59	15,507.59	0.49	0.00	15,517.95
2035	12.82	3.42	14.65	0.04	2.24	0.16	2.39	0.04	0.15	0.18	0.00	3,185.60	3,185.60	0.10	0.00	3,187.71
Total	**197.52**	**78.41**	**307.49**	**0.83**	**49.83**	**3.41**	**53.24**	**1.69**	**3.22**	**4.87**	**0.00**	**69,379.96**	**69,379.96**	**2.23**	**0.00**	**69,427.09**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	65.48	1.36	118.26	0.01		0.00	0.75		0.00	0.75	0.00	1,493.59	1,493.59	0.21	0.02	1,505.37
Energy	1.18	10.06	4.43	0.06		0.00	0.81		0.00	0.81	0.00	50,942.85	50,942.85	1.12	0.55	51,137.96
Mobile	186.70	831.54	1,536.49	5.47	510.26	30.64	540.90	9.17	28.98	38.15	0.00	489,994.54	489,994.54	10.74	0.00	490,219.99
Waste						0.00	0.00		0.00	0.00	1,841.59	0.00	1,841.59	108.83	0.00	4,127.11
Water						0.00	0.00		0.00	0.00	0.00	9,702.91	9,702.91	20.25	0.58	10,308.24
Total	**253.36**	**842.96**	**1,659.18**	**5.54**	**510.26**	**30.64**	**542.46**	**9.17**	**28.98**	**39.71**	**1,841.59**	**552,133.89**	**553,975.48**	**141.15**	**1.15**	**557,298.67**

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	62.14	1.36	118.26	0.01		0.00	0.75		0.00	0.75	0.00	1,493.59	1,493.59	0.21	0.02	1,505.37
Energy	1.18	10.06	4.43	0.06		0.00	0.81		0.00	0.81	0.00	50,942.85	50,942.85	1.12	0.55	51,137.96
Mobile	186.70	831.54	1,536.49	5.47	510.26	30.64	540.90	9.17	28.98	38.15	0.00	489,994.54	489,994.54	10.74	0.00	490,219.99
Waste						0.00	0.00		0.00	0.00	1,841.59	0.00	1,841.59	108.83	0.00	4,127.11
Water						0.00	0.00		0.00	0.00	0.00	8,732.62	8,732.62	18.23	0.52	9,277.41
Total	**250.02**	**842.96**	**1,659.18**	**5.54**	**510.26**	**30.64**	**542.46**	**9.17**	**28.98**	**39.71**	**1,841.59**	**551,163.60**	**553,005.19**	**139.13**	**1.09**	**556,267.84**

2.3 Vegetation

Vegetation

	ROG	NOx	CO	SO2	CO2e
Category	tons				MT
New Trees					283.20
Vegetation Land Change					-2,284.30
Total					**-2,001.10**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2029

Unmitigated Construction On-Site

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

Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.33	2.05	2.20	0.01		0.08	0.08		0.08	0.08	0.00	496.51	496.51	0.03	0.00	497.08
Total	**0.33**	**2.05**	**2.20**	**0.01**	**0.00**	**0.08**	**0.08**	**0.00**	**0.08**	**0.08**	**0.00**	**496.51**	**496.51**	**0.03**	**0.00**	**497.08**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	0.00	0.00	0.00	0.19	0.00	0.19	0.02	0.00	0.02	0.00	0.30	0.30	0.00	0.00	0.30
Vendor	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
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.00	8.00	0.00	0.00	8.01
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.20**	**0.00**	**0.20**	**0.02**	**0.00**	**0.02**	**0.00**	**8.30**	**8.30**	**0.00**	**0.00**	**8.31**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.14	0.29	2.66	0.01		0.01	0.01		0.01	0.01	0.00	496.51	496.51	0.03	0.00	497.08
Total	**0.14**	**0.29**	**2.66**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**496.51**	**496.51**	**0.03**	**0.00**	**497.08**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.00	0.01	0.00	0.30	0.30	0.00	0.00	0.30
Vendor	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
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.00	8.00	0.00	0.00	8.01
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.13**	**0.00**	**0.13**	**0.01**	**0.00**	**0.01**	**0.00**	**8.30**	**8.30**	**0.00**	**0.00**	**8.31**

3.3 Site Preparation - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.80	0.00	2.80	1.54	0.00	1.54	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.78	4.94	4.03	0.01		0.19	0.19		0.19	0.19	0.00	1,066.21	1,066.21	0.06	0.00	1,067.54
Total	**0.78**	**4.94**	**4.03**	**0.01**	**2.80**	**0.19**	**2.99**	**1.54**	**0.19**	**1.73**	**0.00**	**1,066.21**	**1,066.21**	**0.06**	**0.00**	**1,067.54**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.09	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	16.40	16.40	0.00	0.00	16.41
Total	**0.01**	**0.01**	**0.09**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**16.40**	**16.40**	**0.00**	**0.00**	**16.41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.55	0.00	0.55	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.30	0.62	5.06	0.01		0.03	0.03		0.03	0.03	0.00	1,066.21	1,066.21	0.06	0.00	1,067.54
Total	**0.30**	**0.62**	**5.06**	**0.01**	**0.55**	**0.03**	**0.58**	**0.30**	**0.03**	**0.33**	**0.00**	**1,066.21**	**1,066.21**	**0.06**	**0.00**	**1,067.54**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.09	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	16.40	16.40	0.00	0.00	16.41
Total	**0.01**	**0.01**	**0.09**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**16.40**	**16.40**	**0.00**	**0.00**	**16.41**

3.4 Grading - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.35	0.00	4.35	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.27	1.56	1.29	0.00		0.06	0.06		0.06	0.06	0.00	439.30	439.30	0.02	0.00	439.77
Total	**0.27**	**1.56**	**1.29**	**0.00**	**4.35**	**0.06**	**4.41**	**1.56**	**0.06**	**1.62**	**0.00**	**439.30**	**439.30**	**0.02**	**0.00**	**439.77**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.23	4.23	0.00	0.00	4.24
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.23**	**4.23**	**0.00**	**0.00**	**4.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.85	0.00	0.85	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.12	0.26	1.98	0.00		0.01	0.01		0.01	0.01	0.00	439.30	439.30	0.02	0.00	439.77
Total	**0.12**	**0.26**	**1.98**	**0.00**	**0.85**	**0.01**	**0.86**	**0.30**	**0.01**	**0.31**	**0.00**	**439.30**	**439.30**	**0.02**	**0.00**	**439.77**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.23	4.23	0.00	0.00	4.24
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**4.23**	**4.23**	**0.00**	**0.00**	**4.24**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					4.35	0.00	4.35	1.56	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	2.37	10.23	12.38	0.04		0.38	0.38		0.38	0.38	0.00	4,557.75	4,557.75	0.19	0.00	4,561.77
Total	**2.37**	**10.23**	**12.38**	**0.04**	**4.35**	**0.38**	**4.73**	**1.56**	**0.38**	**1.94**	**0.00**	**4,557.75**	**4,557.75**	**0.19**	**0.00**	**4,561.77**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.20	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.00	41.95	41.95	0.00	0.00	41.99
Total	**0.02**	**0.02**	**0.20**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**41.95**	**41.95**	**0.00**	**0.00**	**41.99**

Mitigated Construction On-Site

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

Category	tons/yr										MT/yr					
Fugitive Dust					0.85	0.00	0.85	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.25	2.65	20.51	0.04		0.13	0.13		0.13	0.13	0.00	4,557.75	4,557.75	0.19	0.00	4,561.77
Total	**1.25**	**2.65**	**20.51**	**0.04**	**0.85**	**0.13**	**0.98**	**0.30**	**0.13**	**0.43**	**0.00**	**4,557.75**	**4,557.75**	**0.19**	**0.00**	**4,561.77**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.02	0.02	0.20	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.00	41.95	41.95	0.00	0.00	41.99
Total	**0.02**	**0.02**	**0.20**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**41.95**	**41.95**	**0.00**	**0.00**	**41.99**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.09	0.40	1.00	0.00		0.01	0.01		0.01	0.01	0.00	230.20	230.20	0.01	0.00	230.34
Total	**0.09**	**0.40**	**1.00**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**230.20**	**230.20**	**0.01**	**0.00**	**230.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.04	0.49	0.30	0.00	0.06	0.01	0.07	0.00	0.01	0.01	0.00	171.70	171.70	0.00	0.00	171.74
Worker	0.12	0.10	1.05	0.00	0.40	0.01	0.41	0.01	0.01	0.02	0.00	221.30	221.30	0.01	0.00	221.50
Total	**0.16**	**0.59**	**1.35**	**0.00**	**0.46**	**0.02**	**0.48**	**0.01**	**0.02**	**0.03**	**0.00**	**393.00**	**393.00**	**0.01**	**0.00**	**393.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.07	0.19	1.31	0.00		0.01	0.01		0.01	0.01	0.00	230.20	230.20	0.01	0.00	230.34
Total	**0.07**	**0.19**	**1.31**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**230.20**	**230.20**	**0.01**	**0.00**	**230.34**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.04	0.49	0.30	0.00	0.06	0.01	0.07	0.00	0.01	0.01	0.00	171.70	171.70	0.00	0.00	171.74
Worker	0.12	0.10	1.05	0.00	0.40	0.01	0.41	0.01	0.01	0.02	0.00	221.30	221.30	0.01	0.00	221.50
Total	**0.16**	**0.59**	**1.35**	**0.00**	**0.46**	**0.02**	**0.48**	**0.01**	**0.02**	**0.03**	**0.00**	**393.00**	**393.00**	**0.01**	**0.00**	**393.24**

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.91	8.62	21.82	0.05		0.20	0.20		0.20	0.20	0.00	5,006.78	5,006.78	0.15	0.00	5,009.97
Total	**1.91**	**8.62**	**21.82**	**0.05**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**5,006.78**	**5,006.78**	**0.15**	**0.00**	**5,009.97**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.95	10.59	6.62	0.04	1.29	0.28	1.57	0.04	0.25	0.29	0.00	3,734.46	3,734.46	0.04	0.00	3,735.26
Worker	2.63	2.20	22.74	0.07	8.73	0.28	9.01	0.13	0.26	0.38	0.00	4,813.18	4,813.18	0.21	0.00	4,817.56
Total	**3.58**	**12.79**	**29.36**	**0.11**	**10.02**	**0.56**	**10.58**	**0.17**	**0.51**	**0.67**	**0.00**	**8,547.64**	**8,547.64**	**0.25**	**0.00**	**8,552.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.61	4.20	28.59	0.05		0.15	0.15		0.15	0.15	0.00	5,006.78	5,006.78	0.15	0.00	5,009.97
Total	**1.61**	**4.20**	**28.59**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,006.78**	**5,006.78**	**0.15**	**0.00**	**5,009.97**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.95	10.59	6.62	0.04	1.29	0.28	1.57	0.04	0.25	0.29	0.00	3,734.46	3,734.46	0.04	0.00	3,735.26
Worker	2.63	2.20	22.74	0.07	8.73	0.28	9.01	0.13	0.26	0.38	0.00	4,813.18	4,813.18	0.21	0.00	4,817.56
Total	**3.58**	**12.79**	**29.36**	**0.11**	**10.02**	**0.56**	**10.58**	**0.17**	**0.51**	**0.67**	**0.00**	**8,547.64**	**8,547.64**	**0.25**	**0.00**	**8,552.82**

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.92	8.66	21.90	0.05		0.21	0.21		0.21	0.21	0.00	5,025.96	5,025.96	0.15	0.00	5,029.16
Total	**1.92**	**8.66**	**21.90**	**0.05**		**0.21**	**0.21**		**0.21**	**0.21**	**0.00**	**5,025.96**	**5,025.96**	**0.15**	**0.00**	**5,029.16**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.95	10.63	6.64	0.04	1.30	0.28	1.57	0.04	0.25	0.29	0.00	3,748.77	3,748.77	0.04	0.00	3,749.58
Worker	2.64	2.21	22.83	0.07	8.77	0.28	9.05	0.13	0.26	0.38	0.00	4,831.63	4,831.63	0.21	0.00	4,836.02
Total	**3.59**	**12.84**	**29.47**	**0.11**	**10.07**	**0.56**	**10.62**	**0.17**	**0.51**	**0.67**	**0.00**	**8,580.40**	**8,580.40**	**0.25**	**0.00**	**8,585.60**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.62	4.21	28.70	0.05		0.15	0.15		0.15	0.15	0.00	5,025.96	5,025.96	0.15	0.00	5,029.16
Total	**1.62**	**4.21**	**28.70**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**5,025.96**	**5,025.96**	**0.15**	**0.00**	**5,029.16**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.95	10.63	6.64	0.04	1.30	0.28	1.57	0.04	0.25	0.29	0.00	3,748.77	3,748.77	0.04	0.00	3,749.58
Worker	2.64	2.21	22.83	0.07	8.77	0.28	9.05	0.13	0.26	0.38	0.00	4,831.63	4,831.63	0.21	0.00	4,836.02
Total	**3.59**	**12.84**	**29.47**	**0.11**	**10.07**	**0.56**	**10.62**	**0.17**	**0.51**	**0.67**	**0.00**	**8,580.40**	**8,580.40**	**0.25**	**0.00**	**8,585.60**

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.90	8.59	21.74	0.05		0.20	0.20		0.20	0.20	0.00	4,987.60	4,987.60	0.15	0.00	4,990.77
Total	**1.90**	**8.59**	**21.74**	**0.05**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**4,987.60**	**4,987.60**	**0.15**	**0.00**	**4,990.77**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.94	10.55	6.59	0.04	1.29	0.27	1.56	0.03	0.25	0.29	0.00	3,720.15	3,720.15	0.04	0.00	3,720.95
Worker	2.62	2.19	22.65	0.07	8.70	0.28	8.98	0.13	0.26	0.38	0.00	4,794.74	4,794.74	0.21	0.00	4,799.11
Total	**3.56**	**12.74**	**29.24**	**0.11**	**9.99**	**0.55**	**10.54**	**0.16**	**0.51**	**0.67**	**0.00**	**8,514.89**	**8,514.89**	**0.25**	**0.00**	**8,520.06**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.60	4.18	28.48	0.05		0.15	0.15		0.15	0.15	0.00	4,987.60	4,987.60	0.15	0.00	4,990.77
Total	**1.60**	**4.18**	**28.48**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**4,987.60**	**4,987.60**	**0.15**	**0.00**	**4,990.77**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.94	10.55	6.59	0.04	1.29	0.27	1.56	0.03	0.25	0.29	0.00	3,720.15	3,720.15	0.04	0.00	3,720.95
Worker	2.62	2.19	22.65	0.07	8.70	0.28	8.98	0.13	0.26	0.38	0.00	4,794.74	4,794.74	0.21	0.00	4,799.11
Total	**3.56**	**12.74**	**29.24**	**0.11**	**9.99**	**0.55**	**10.54**	**0.16**	**0.51**	**0.67**	**0.00**	**8,514.89**	**8,514.89**	**0.25**	**0.00**	**8,520.06**

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.90	8.59	21.74	0.05		0.20	0.20		0.20	0.20	0.00	4,987.60	4,987.60	0.15	0.00	4,990.77
Total	**1.90**	**8.59**	**21.74**	**0.05**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**4,987.60**	**4,987.60**	**0.15**	**0.00**	**4,990.77**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.94	10.55	6.59	0.04	1.29	0.27	1.56	0.03	0.25	0.29	0.00	3,720.15	3,720.15	0.04	0.00	3,720.95
Worker	2.62	2.19	22.65	0.07	8.70	0.28	8.98	0.13	0.26	0.38	0.00	4,794.74	4,794.74	0.21	0.00	4,799.11
Total	**3.56**	**12.74**	**29.24**	**0.11**	**9.99**	**0.55**	**10.54**	**0.16**	**0.51**	**0.67**	**0.00**	**8,514.89**	**8,514.89**	**0.25**	**0.00**	**8,520.06**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.60	4.18	28.48	0.05		0.15	0.15		0.15	0.15	0.00	4,987.60	4,987.60	0.15	0.00	4,990.77
Total	**1.60**	**4.18**	**28.48**	**0.05**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**4,987.60**	**4,987.60**	**0.15**	**0.00**	**4,990.77**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.94	10.55	6.59	0.04	1.29	0.27	1.56	0.03	0.25	0.29	0.00	3,720.15	3,720.15	0.04	0.00	3,720.95

Worker	2.62	2.19	22.65	0.07	8.70	0.28	8.98	0.13	0.26	0.38	0.00	4,794.74	4,794.74	0.21	0.00	4,799.11
Total	**3.56**	**12.74**	**29.24**	**0.11**	**9.99**	**0.55**	**10.54**	**0.16**	**0.51**	**0.67**	**0.00**	**8,514.89**	**8,514.89**	**0.25**	**0.00**	**8,520.06**

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.34	1.42	4.09	0.01		0.03	0.03		0.03	0.03	0.00	939.97	939.97	0.03	0.00	940.54
Total	**0.34**	**1.42**	**4.09**	**0.01**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**939.97**	**939.97**	**0.03**	**0.00**	**940.54**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.17	1.92	1.21	0.01	0.24	0.05	0.29	0.01	0.05	0.05	0.00	703.78	703.78	0.01	0.00	703.92
Worker	0.45	0.37	3.94	0.01	1.64	0.05	1.69	0.02	0.05	0.07	0.00	891.81	891.81	0.04	0.00	892.58
Total	**0.62**	**2.29**	**5.15**	**0.02**	**1.88**	**0.10**	**1.98**	**0.03**	**0.10**	**0.12**	**0.00**	**1,595.59**	**1,595.59**	**0.05**	**0.00**	**1,596.50**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.30	0.79	5.37	0.01		0.03	0.03		0.03	0.03	0.00	939.97	939.97	0.03	0.00	940.54
Total	**0.30**	**0.79**	**5.37**	**0.01**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**939.97**	**939.97**	**0.03**	**0.00**	**940.54**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	0.17	1.92	1.21	0.01	0.24	0.05	0.29	0.01	0.05	0.05	0.00	703.78	703.78	0.01	0.00	703.92
Worker	0.45	0.37	3.94	0.01	1.64	0.05	1.69	0.02	0.05	0.07	0.00	891.81	891.81	0.04	0.00	892.58
Total	**0.62**	**2.29**	**5.15**	**0.02**	**1.88**	**0.10**	**1.98**	**0.03**	**0.10**	**0.12**	**0.00**	**1,595.59**	**1,595.59**	**0.05**	**0.00**	**1,596.50**

3.6 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	36.46					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.10	0.66	1.38	0.00		0.02	0.02		0.02	0.02	0.00	196.37	196.37	0.01	0.00	196.53
Total	**36.56**	**0.66**	**1.38**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**196.37**	**196.37**	**0.01**	**0.00**	**196.53**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.31	0.26	2.68	0.01	1.03	0.03	1.06	0.01	0.03	0.05	0.00	568.20	568.20	0.02	0.00	568.72
Total	**0.31**	**0.26**	**2.68**	**0.01**	**1.03**	**0.03**	**1.06**	**0.01**	**0.03**	**0.05**	**0.00**	**568.20**	**568.20**	**0.02**	**0.00**	**568.72**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	36.46					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Off-Road	0.06	0.11	1.41	0.00		0.01	0.01		0.01	0.01	0.00	196.37	196.37	0.01	0.00	196.53
Total	**36.52**	**0.11**	**1.41**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**196.37**	**196.37**	**0.01**	**0.00**	**196.53**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.31	0.26	2.68	0.01	1.03	0.03	1.06	0.01	0.03	0.05	0.00	568.20	568.20	0.02	0.00	568.72
Total	**0.31**	**0.26**	**2.68**	**0.01**	**1.03**	**0.03**	**1.06**	**0.01**	**0.03**	**0.05**	**0.00**	**568.20**	**568.20**	**0.02**	**0.00**	**568.72**

3.6 Architectural Coating - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	61.56					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.17	1.11	2.33	0.00		0.03	0.03		0.03	0.03	0.00	331.53	331.53	0.01	0.00	331.81
Total	**61.73**	**1.11**	**2.33**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**331.53**	**331.53**	**0.01**	**0.00**	**331.81**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.52	0.44	4.53	0.01	1.74	0.06	1.80	0.03	0.05	0.08	0.00	959.30	959.30	0.04	0.00	960.17
Total	**0.52**	**0.44**	**4.53**	**0.01**	**1.74**	**0.06**	**1.80**	**0.03**	**0.05**	**0.08**	**0.00**	**959.30**	**959.30**	**0.04**	**0.00**	**960.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	61.56					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.19	2.38	0.00		0.01	0.01		0.01	0.01	0.00	331.53	331.53	0.01	0.00	331.81
Total	**61.67**	**0.19**	**2.38**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**331.53**	**331.53**	**0.01**	**0.00**	**331.81**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.52	0.44	4.53	0.01	1.74	0.06	1.80	0.03	0.05	0.08	0.00	959.30	959.30	0.04	0.00	960.17
Total	**0.52**	**0.44**	**4.53**	**0.01**	**1.74**	**0.06**	**1.80**	**0.03**	**0.05**	**0.08**	**0.00**	**959.30**	**959.30**	**0.04**	**0.00**	**960.17**

3.6 Architectural Coating - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	61.56					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.17	1.11	2.33	0.00		0.03	0.03		0.03	0.03	0.00	331.53	331.53	0.01	0.00	331.81
Total	**61.73**	**1.11**	**2.33**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**331.53**	**331.53**	**0.01**	**0.00**	**331.81**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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

Vendor	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
Worker	0.52	0.44	4.53	0.01	1.74	0.06	1.80	0.03	0.05	0.08	0.00	959.30	959.30	0.04	0.00	960.17
Total	**0.52**	**0.44**	**4.53**	**0.01**	**1.74**	**0.06**	**1.80**	**0.03**	**0.05**	**0.08**	**0.00**	**959.30**	**959.30**	**0.04**	**0.00**	**960.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	61.56					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.19	2.38	0.00		0.01	0.01		0.01	0.01	0.00	331.53	331.53	0.01	0.00	331.81
Total	**61.67**	**0.19**	**2.38**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**331.53**	**331.53**	**0.01**	**0.00**	**331.81**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.52	0.44	4.53	0.01	1.74	0.06	1.80	0.03	0.05	0.08	0.00	959.30	959.30	0.04	0.00	960.17
Total	**0.52**	**0.44**	**4.53**	**0.01**	**1.74**	**0.06**	**1.80**	**0.03**	**0.05**	**0.08**	**0.00**	**959.30**	**959.30**	**0.04**	**0.00**	**960.17**

3.6 Architectural Coating - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.60					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.19	0.44	0.00		0.00	0.00		0.00	0.00	0.00	62.48	62.48	0.00	0.00	62.53
Total	**11.63**	**0.19**	**0.44**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**62.48**	**62.48**	**0.00**	**0.00**	**62.53**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.09	0.07	0.79	0.00	0.33	0.01	0.34	0.00	0.01	0.01	0.00	178.43	178.43	0.01	0.00	178.58
Total	**0.09**	**0.07**	**0.79**	**0.00**	**0.33**	**0.01**	**0.34**	**0.00**	**0.01**	**0.01**	**0.00**	**178.43**	**178.43**	**0.01**	**0.00**	**178.58**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.60					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.04	0.45	0.00		0.00	0.00		0.00	0.00	0.00	62.48	62.48	0.00	0.00	62.53
Total	**11.62**	**0.04**	**0.45**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**62.48**	**62.48**	**0.00**	**0.00**	**62.53**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.09	0.07	0.79	0.00	0.33	0.01	0.34	0.00	0.01	0.01	0.00	178.43	178.43	0.01	0.00	178.58
Total	**0.09**	**0.07**	**0.79**	**0.00**	**0.33**	**0.01**	**0.34**	**0.00**	**0.01**	**0.01**	**0.00**	**178.43**	**178.43**	**0.01**	**0.00**	**178.58**

3.7 Paving - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.49	3.04	4.99	0.01		0.13	0.13		0.13	0.13	0.00	687.99	687.99	0.04	0.00	688.83
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.58**	**3.04**	**4.99**	**0.01**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**687.99**	**687.99**	**0.04**	**0.00**	**688.83**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.12	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	26.28	26.28	0.00	0.00	26.31
Total	**0.01**	**0.01**	**0.12**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**26.28**	**26.28**	**0.00**	**0.00**	**26.31**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.23	0.40	4.94	0.01		0.02	0.02		0.02	0.02	0.00	687.99	687.99	0.04	0.00	688.83
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.32**	**0.40**	**4.94**	**0.01**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**687.99**	**687.99**	**0.04**	**0.00**	**688.83**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.12	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	26.28	26.28	0.00	0.00	26.31
Total	**0.01**	**0.01**	**0.12**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**26.28**	**26.28**	**0.00**	**0.00**	**26.31**

3.7 Paving - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.49	3.04	4.99	0.01		0.13	0.13		0.13	0.13	0.00	687.99	687.99	0.04	0.00	688.83
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.58**	**3.04**	**4.99**	**0.01**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**687.99**	**687.99**	**0.04**	**0.00**	**688.83**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.12	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	26.28	26.28	0.00	0.00	26.31
Total	**0.01**	**0.01**	**0.12**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**26.28**	**26.28**	**0.00**	**0.00**	**26.31**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.23	0.40	4.94	0.01		0.02	0.02		0.02	0.02	0.00	687.99	687.99	0.04	0.00	688.83
Paving	0.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.32**	**0.40**	**4.94**	**0.01**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**687.99**	**687.99**	**0.04**	**0.00**	**688.83**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.12	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00	26.28	26.28	0.00	0.00	26.31
Total	**0.01**	**0.01**	**0.12**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**26.28**	**26.28**	**0.00**	**0.00**	**26.31**

3.7 Paving - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.24	1.42	2.85	0.00		0.04	0.04		0.04	0.04	0.00	394.27	394.27	0.02	0.00	394.67
Paving	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.29**	**1.42**	**2.85**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**394.27**	**394.27**	**0.02**	**0.00**	**394.67**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.07	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	14.86	14.86	0.00	0.00	14.88
Total	**0.01**	**0.01**	**0.07**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**14.86**	**14.86**	**0.00**	**0.00**	**14.88**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.13	0.23	2.83	0.00		0.01	0.01		0.01	0.01	0.00	394.27	394.27	0.02	0.00	394.67
Paving	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.18**	**0.23**	**2.83**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**394.27**	**394.27**	**0.02**	**0.00**	**394.67**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.01	0.01	0.07	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	14.86	14.86	0.00	0.00	14.88
Total	**0.01**	**0.01**	**0.07**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**14.86**	**14.86**	**0.00**	**0.00**	**14.88**

4.0 Mobile Detail

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	186.70	831.54	1,536.49	5.47	510.26	30.64	540.90	9.17	28.98	38.15	0.00	489,994.54	489,994.54	10.74	0.00	490,219.99
Unmitigated	186.70	831.54	1,536.49	5.47	510.26	30.64	540.90	9.17	28.98	38.15	0.00	489,994.54	489,994.54	10.74	0.00	490,219.99
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	15,898.96	15,898.96	15898.96	136,351,567	136,351,567
City Park	844.23	844.23	844.23	786,995	786,995
Condo/Townhouse	17,864.56	17,864.56	17864.56	153,208,810	153,208,810
Elementary School	4,418.70	0.00	0.00	5,901,130	5,901,130

General Office Building	2,762.50	592.50	245.00	17,901,500	17,901,500
Junior High School	1,399.68	0.00	0.00	1,790,631	1,790,631
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	20,820.24	20,820.24	20820.24	178,557,110	178,557,110
Strip Mall	69,581.98	69,581.98	69581.98	402,213,709	402,213,709
Total	133,590.85	125,602.47	125,254.97	896,711,451	896,711,451

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Low Rise	30.00	12.00	30.00	40.20	19.20	40.60
City Park	3.50	3.50	3.50	33.00	48.00	19.00
Condo/Townhouse	30.00	12.00	30.00	40.20	19.20	40.60
Elementary School	6.00	10.00	10.00	65.00	30.00	5.00
General Office Building	14.00	36.00	36.00	33.00	48.00	19.00
Junior High School	6.00	10.00	10.00	72.80	22.20	5.00
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Single Family Housing	30.00	12.00	30.00	40.20	19.20	40.60
Strip Mall	13.00	32.00	32.00	16.60	64.40	19.00

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	39,311.84	39,311.84	0.90	0.34	39,436.15
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	39,311.84	39,311.84	0.90	0.34	39,436.15

NaturalGas Mitigated	1.18	10.06	4.43	0.06		0.00	0.81		0.00	0.81	0.00	11,631.02	11,631.02	0.22	0.21	11,701.80
NaturalGas Unmitigated	1.18	10.06	4.43	0.06		0.00	0.81		0.00	0.81	0.00	11,631.02	11,631.02	0.22	0.21	11,701.80
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Apartments Low Rise	4.29682e+007	0.23	1.98	0.84	0.01		0.00	0.16		0.00	0.16	0.00	2,292.95	2,292.95	0.04	0.04	2,306.90
City Park	0	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
Condo/Townhouse	7.90012e+007	0.43	3.64	1.55	0.02		0.00	0.29		0.00	0.29	0.00	4,215.81	4,215.81	0.08	0.08	4,241.46
Elementary School	2.59445e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	138.45	138.45	0.00	0.00	139.29
General Office Building	912500	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	48.69	48.69	0.00	0.00	48.99
Junior High School	927364	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.49	49.49	0.00	0.00	49.79
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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
Single Family Housing	8.86277e+007	0.48	4.08	1.74	0.03		0.00	0.33		0.00	0.33	0.00	4,729.51	4,729.51	0.09	0.09	4,758.30
Strip Mall	2.92552e+006	0.02	0.14	0.12	0.00		0.00	0.01		0.00	0.01	0.00	156.12	156.12	0.00	0.00	157.07
Total		**1.18**	**10.06**	**4.44**	**0.06**		**0.00**	**0.80**		**0.00**	**0.80**	**0.00**	**11,631.02**	**11,631.02**	**0.21**	**0.21**	**11,701.80**

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	tons/yr										MT/yr					
Apartments Low Rise	4.29682e+007	0.23	1.98	0.84	0.01		0.00	0.16		0.00	0.16	0.00	2,292.95	2,292.95	0.04	0.04	2,306.90
City Park	0	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
Condo/Townhouse	7.90012e+007	0.43	3.64	1.55	0.02		0.00	0.29		0.00	0.29	0.00	4,215.81	4,215.81	0.08	0.08	4,241.46
Elementary School	2.59445e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	138.45	138.45	0.00	0.00	139.29
General Office Building	912500	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	48.69	48.69	0.00	0.00	48.99

Junior High School	927364	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	49.49	49.49	0.00	0.00	49.79
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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
Single Family Housing	8.86277e+007	0.48	4.08	1.74	0.03		0.00	0.33		0.00	0.33	0.00	4,729.51	4,729.51	0.09	0.09	4,758.30
Strip Mall	2.92552e+006	0.02	0.14	0.12	0.00		0.00	0.01		0.00	0.01	0.00	156.12	156.12	0.00	0.00	157.07
Total		**1.18**	**10.06**	**4.44**	**0.06**		**0.00**	**0.80**		**0.00**	**0.80**	**0.00**	**11,631.02**	**11,631.02**	**0.21**	**0.21**	**11,701.80**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	1.14143e+007					6,580.00	0.15	0.06	6,600.80
City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	1.51076e+007					8,709.07	0.20	0.08	8,736.61
Elementary School	2.58309e+006					1,489.07	0.03	0.01	1,493.78
General Office Building	2.6725e+006					1,540.62	0.04	0.01	1,545.49
Junior High School	923301					532.26	0.01	0.00	533.94
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	1.5746e+007					9,077.11	0.21	0.08	9,105.81
Strip Mall	1.97473e+007					11,383.71	0.26	0.10	11,419.71
Total						**39,311.84**	**0.90**	**0.34**	**39,436.14**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	1.14143e+007					6,580.00	0.15	0.06	6,600.80

City Park	0					0.00	0.00	0.00	0.00
Condo/Townhouse	1.51076e+007					8,709.07	0.20	0.08	8,736.61
Elementary School	2.58309e+006					1,489.07	0.03	0.01	1,493.78
General Office Building	2.6725e+006					1,540.62	0.04	0.01	1,545.49
Junior High School	923301					532.26	0.01	0.00	533.94
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	1.5746e+007					9,077.11	0.21	0.08	9,105.81
Strip Mall	1.97473e+007					11,383.71	0.26	0.10	11,419.71
Total						**39,311.84**	**0.90**	**0.34**	**39,436.14**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	62.14	1.36	118.26	0.01		0.00	0.75		0.00	0.75	0.00	1,493.59	1,493.59	0.21	0.02	1,505.37
Unmitigated	65.48	1.36	118.26	0.01		0.00	0.75		0.00	0.75	0.00	1,493.59	1,493.59	0.21	0.02	1,505.37
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	17.12					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	44.70					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.13	0.00	0.01	0.00		0.00	0.09		0.00	0.09	0.00	1,299.62	1,299.62	0.02	0.02	1,307.53
Landscaping	3.53	1.36	118.25	0.01		0.00	0.66		0.00	0.66	0.00	193.97	193.97	0.18	0.00	197.84
Total	**65.48**	**1.36**	**118.26**	**0.01**		**0.00**	**0.75**		**0.00**	**0.75**	**0.00**	**1,493.59**	**1,493.59**	**0.20**	**0.02**	**1,505.37**

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	17.12					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	41.35					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.13	0.00	0.01	0.00		0.00	0.09		0.00	0.09	0.00	1,299.62	1,299.62	0.02	0.02	1,307.53
Landscaping	3.53	1.36	118.25	0.01		0.00	0.66		0.00	0.66	0.00	193.97	193.97	0.18	0.00	197.84
Total	**62.13**	**1.36**	**118.26**	**0.01**		**0.00**	**0.75**		**0.00**	**0.75**	**0.00**	**1,493.59**	**1,493.59**	**0.20**	**0.02**	**1,505.37**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					8,732.62	18.23	0.52	9,277.41

Unmitigated					9,702.91	20.25	0.58	10,308.24
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	166.273 / 104.824					1,921.30	5.12	0.14	2,072.98
City Park	0 / 313.36					2,006.94	0.05	0.02	2,013.29
Condo/Townhouse	199.306 / 125.65					2,303.01	6.14	0.17	2,484.81
Elementary School	8.23999 / 21.1886					197.65	0.26	0.01	205.49
General Office Building	44.4334 / 27.2334					508.44	1.37	0.04	548.96
Junior High School	2.09454 / 5.38597					50.24	0.07	0.00	52.23
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Single Family Housing	142.492 / 89.8318					1,646.51	4.39	0.12	1,776.49
Strip Mall	93.4054 / 57.2485					1,068.82	2.88	0.08	1,153.99
Total						**9,702.91**	**20.28**	**0.58**	**10,308.24**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	149.646 / 94.3419					1,729.17	4.61	0.13	1,865.68
City Park	0 / 282.024					1,806.25	0.04	0.02	1,811.96
Condo/Townhouse	179.376 / 113.085					2,072.70	5.52	0.15	2,236.33
Elementary School	7.41599 / 19.0697					177.88	0.23	0.01	184.94
General Office Building	39.9901 / 24.5101					457.60	1.23	0.03	494.06
Junior High School	1.88509 / 4.84737					45.22	0.06	0.00	47.01

Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Single Family Housing	128.243 / 80.8486					1,481.86	3.95	0.11	1,598.84
Strip Mall	84.0649 / 51.5237					961.94	2.59	0.07	1,038.59
Total						**8,732.62**	**18.23**	**0.52**	**9,277.41**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1,841.59	108.83	0.00	4,127.11
Unmitigated					1,841.59	108.83	0.00	4,127.11
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	1173.92					238.30	14.08	0.00	534.03
City Park	22.62					4.59	0.27	0.00	10.29
Condo/Townhouse	1407.14					285.64	16.88	0.00	640.13
Elementary School	620.32					125.92	7.44	0.00	282.19
General Office Building	232.5					47.20	2.79	0.00	105.77
Junior High School	157.68					32.01	1.89	0.00	71.73

Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	4134.03					839.17	49.59	0.00	1,880.64
Strip Mall	1324.05					268.77	15.88	0.00	602.33
Total						**1,841.60**	**108.82**	**0.00**	**4,127.11**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	1173.92					238.30	14.08	0.00	534.03
City Park	22.62					4.59	0.27	0.00	10.29
Condo/Townhouse	1407.14					285.64	16.88	0.00	640.13
Elementary School	620.32					125.92	7.44	0.00	282.19
General Office Building	232.5					47.20	2.79	0.00	105.77
Junior High School	157.68					32.01	1.89	0.00	71.73
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Single Family Housing	4134.03					839.17	49.59	0.00	1,880.64
Strip Mall	1324.05					268.77	15.88	0.00	602.33
Total						**1,841.60**	**108.82**	**0.00**	**4,127.11**

9.0 Vegetation

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons				MT			

Unmitigated					-2,001.10	0.00	0.00	-2,001.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

9.1 Vegetation Land Change

Vegetation Type

	Initial/Final	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Acres	tons				MT			
Grassland	755 / 225					-2,284.30	0.00	0.00	-2,284.30
Total						**-2,284.30**	**0.00**	**0.00**	**-2,284.30**

9.1 Net New Trees

Species Class

	Number of Trees	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
		tons				MT			
Miscellaneous	400					283.20	0.00	0.00	283.20
Total						**283.20**	**0.00**	**0.00**	**283.20**

CalEEMod Input Parameters

La Entrada Specific Plan - Offsite Intersection Construction

CLA1201A

Land Use Type	Land Use SubType	Land Use Unit Amount	Land Use Size Metric	Lot Acreage	Land Use Sq. Feet	Population
Parking	Other Asphalt Surfaces	2	Acre	2	0	0

Opening Year:	2020	
Climate Zone:	15	
Utility Company:	Imperial Irrigation District	
CO_2 Intensity Factor	1,270.9	(lb/MWh)
CH_4 Intensity Factor	0.029	(lb/MWh)
N_2O Intensity Factor	0.011	(lb/MWh)

Construction

PhaseNumber	PhaseName	Phase Start Date	Phase End Date	Number of Days/Week	NumDays	NumMonths
1	Grading	02/02/2018	02/07/2018	5	4	0.2
2	Paving	02/08/2018	03/09/2018	5	22	1.0

Phase Name	OffRoad Equipment Type	OffRoad Equipment Unit Amount	Usage Hours	Horse Power	Load Factor	Mitigation	Number Of Equipment Mitigated
Grading	Graders	1	8	162	0.61	Tier 4 Final	1
Grading	Rubber Tired Dozers	1	8	358	0.59	Tier 4 Final	1
Grading	Tractors/Loaders/Backhoes	2	7	75	0.55	Tier 4 Final	3
Paving	Cement and Mortar Mixers	1	8	9	0.56	Tier 4 Final	1
Paving	Pavers	1	8	89	0.62	Tier 4 Final	1
Paving	Paving Equipment	1	8	82	0.53	Tier 4 Final	1
Paving	Rollers	2	8	84	0.56	Tier 4 Final	2
Paving	Tractors/Loaders/Backhoes	1	8	75	0.55	Tier 4 Final	3

Phase Name	Number of Worker Trips	Number of Vendor Trips	Number of Haul Trips	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Grading	10	0	0	10.8	7.3	20
Paving	15	0	0	10.8	7.3	20

Phase	Soil Imported	Soil Exported	Units	Acres of Grading
Grading	0	0	0	2.0
0	0	0	0	0.0

Construction Dust Mitigation

Water per Day	PM_{10} % Reduction	$PM_{2.5}$ % Reduction	Unpaved Road Vehicle Speed
3	61	61	15

La Entrada Specific Plan - Offsite Intersection Construction

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	2	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Intersection improvement

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - All construction traffic will be on pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips -

Road Dust - All roads will be paved.

Woodstoves - No fireplaces in anything but 25% of the low and very low density residential.

Landscape Equipment - Coachella area is summer 365 days / year.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	3.54	25.31	19.51	0.04	6.68	1.43	7.87	3.31	1.43	4.50	0.00	3,918.05	0.00	0.31	0.00	3,924.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.05	2.08	19.98	0.04	1.41	0.10	1.51	0.65	0.10	0.75	0.00	3,918.05	0.00	0.31	0.00	3,924.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	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
Total	**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**

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	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
Total	**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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	3.47	25.24	18.86	0.04		1.19	1.19		1.19	1.19		3,827.58		0.31		3,834.06
Total	**3.47**	**25.24**	**18.86**	**0.04**	**6.55**	**1.19**	**7.74**	**3.31**	**1.19**	**4.50**		**3,827.58**		**0.31**		**3,834.06**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		90.47		0.01		90.58
Total	**0.07**	**0.06**	**0.64**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**90.47**		**0.01**		**90.58**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.28	0.00	1.28	0.65	0.00	0.65						0.00
Off-Road	0.98	2.02	19.34	0.04		0.10	0.10		0.10	0.10	0.00	3,827.58		0.31		3,834.06
Total	**0.98**	**2.02**	**19.34**	**0.04**	**1.28**	**0.10**	**1.38**	**0.65**	**0.10**	**0.75**	**0.00**	**3,827.58**		**0.31**		**3,834.06**

Mitigated Construction Off-Site

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

Worker	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		90.47		0.01		90.58
Total	**0.07**	**0.06**	**0.64**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**90.47**		**0.01**		**90.58**

3.3 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.96	18.60	16.23	0.03		1.43	1.43		1.43	1.43		2,393.42		0.27		2,399.00
Paving	0.24					0.00	0.00		0.00	0.00						0.00
Total	**3.20**	**18.60**	**16.23**	**0.03**		**1.43**	**1.43**		**1.43**	**1.43**		**2,393.42**		**0.27**		**2,399.00**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.10	0.10	0.96	0.00	0.20	0.01	0.20	0.00	0.01	0.01		135.70		0.01		135.87
Total	**0.10**	**0.10**	**0.96**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**		**135.70**		**0.01**		**135.87**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.70	1.24	15.25	0.03		0.06	0.06		0.06	0.06	0.00	2,393.42		0.27		2,399.00
Paving	0.24					0.00	0.00		0.00	0.00						0.00
Total	**0.94**	**1.24**	**15.25**	**0.03**		**0.06**	**0.06**		**0.06**	**0.06**	**0.00**	**2,393.42**		**0.27**		**2,399.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.10	0.10	0.96	0.00	0.20	0.01	0.20	0.00	0.01	0.01		135.70		0.01		135.87
Total	**0.10**	**0.10**	**0.96**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**		**135.70**		**0.01**		**135.87**

4.0 Mobile Detail

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles	Trip %

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
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

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	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00

Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Offsite Intersection Construction

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	2	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Intersection improvement

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - All construction traffic will be on pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips -

Road Dust - All roads will be paved.

Woodstoves - No fireplaces in anything but 25% of the low and very low density residential.

Landscape Equipment - Coachella area is summer 365 days / year.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	3.53	25.31	19.40	0.04	6.68	1.43	7.87	3.31	1.43	4.50	0.00	3,909.01	0.00	0.31	0.00	3,915.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.04	2.09	19.87	0.04	1.41	0.10	1.51	0.65	0.10	0.75	0.00	3,909.01	0.00	0.31	0.00	3,915.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	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
Total	**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**

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	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
Total	**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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	3.47	25.24	18.86	0.04		1.19	1.19		1.19	1.19		3,827.58		0.31		3,834.06
Total	**3.47**	**25.24**	**18.86**	**0.04**	**6.55**	**1.19**	**7.74**	**3.31**	**1.19**	**4.50**		**3,827.58**		**0.31**		**3,834.06**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.06	0.06	0.53	0.00	0.13	0.00	0.13	0.00	0.00	0.01		81.43		0.00		81.53
Total	**0.06**	**0.06**	**0.53**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**81.43**		**0.00**		**81.53**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.28	0.00	1.28	0.65	0.00	0.65						0.00
Off-Road	0.98	2.02	19.34	0.04		0.10	0.10		0.10	0.10	0.00	3,827.58		0.31		3,834.06
Total	**0.98**	**2.02**	**19.34**	**0.04**	**1.28**	**0.10**	**1.38**	**0.65**	**0.10**	**0.75**	**0.00**	**3,827.58**		**0.31**		**3,834.06**

Mitigated Construction Off-Site

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

Worker	0.06	0.06	0.53	0.00	0.13	0.00	0.13	0.00	0.00	0.01		81.43		0.00		81.53
Total	**0.06**	**0.06**	**0.53**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**81.43**		**0.00**		**81.53**

3.3 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.96	18.60	16.23	0.03		1.43	1.43		1.43	1.43		2,393.42		0.27		2,399.00
Paving	0.24					0.00	0.00		0.00	0.00						0.00
Total	**3.20**	**18.60**	**16.23**	**0.03**		**1.43**	**1.43**		**1.43**	**1.43**		**2,393.42**		**0.27**		**2,399.00**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.09	0.10	0.80	0.00	0.20	0.01	0.20	0.00	0.01	0.01		122.14		0.01		122.29
Total	**0.09**	**0.10**	**0.80**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**		**122.14**		**0.01**		**122.29**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.70	1.24	15.25	0.03		0.06	0.06		0.06	0.06	0.00	2,393.42		0.27		2,399.00
Paving	0.24					0.00	0.00		0.00	0.00						0.00
Total	**0.94**	**1.24**	**15.25**	**0.03**		**0.06**	**0.06**		**0.06**	**0.06**	**0.00**	**2,393.42**		**0.27**		**2,399.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	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
Vendor	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
Worker	0.09	0.10	0.80	0.00	0.20	0.01	0.20	0.00	0.01	0.01		122.14		0.01		122.29
Total	**0.09**	**0.10**	**0.80**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**		**122.14**		**0.01**		**122.29**

4.0 Mobile Detail

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles	Trip %

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
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

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	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00

Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

La Entrada Specific Plan - Offsite Intersection Construction

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	2	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Imperial Irrigation District
Climate Zone	15		3.4		
		Precipitation Freq (Days)			
			20		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Intersection improvement

Off-road Equipment - Equipment estimate based on project size.

Off-road Equipment - Equipment list from builder.

Off-road Equipment - Equipment estimate based on project size.

On-road Fugitive Dust - All construction traffic will be on pavement.

Demolition - Demolition will be of miscellaneous minor structures and old roadways.

Grading -

Vehicle Trips -

Road Dust - All roads will be paved.

Woodstoves - No fireplaces in anything but 25% of the low and very low density residential.

Landscape Equipment - Coachella area is summer 365 days / year.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Dust control measures include measures required by SCAQMD Rule 403.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.04	0.26	0.23	0.00	0.02	0.02	0.03	0.01	0.02	0.02	0.00	32.26	32.26	0.00	0.00	32.33
Total	**0.04**	**0.26**	**0.23**	**0.00**	**0.02**	**0.02**	**0.03**	**0.01**	**0.02**	**0.02**	**0.00**	**32.26**	**32.26**	**0.00**	**0.00**	**32.33**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.01	0.02	0.22	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	32.26	32.26	0.00	0.00	32.33
Total	**0.01**	**0.02**	**0.22**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**32.26**	**32.26**	**0.00**	**0.00**	**32.33**

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	0.00	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
Energy	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
Mobile	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
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**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**

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	0.00	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
Energy	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
Mobile	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
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	6.94	6.94	0.00	0.00	6.95
Total	**0.01**	**0.05**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**6.94**	**6.94**	**0.00**	**0.00**	**6.95**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.16
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.16**	**0.16**	**0.00**	**0.00**	**0.16**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.04	0.00		0.00	0.00		0.00	0.00	0.00	6.94	6.94	0.00	0.00	6.95
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.94**	**6.94**	**0.00**	**0.00**	**6.95**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.16
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.16**	**0.16**	**0.00**	**0.00**	**0.16**

3.3 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.20	0.18	0.00		0.02	0.02		0.02	0.02	0.00	23.88	23.88	0.00	0.00	23.93
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.20**	**0.18**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**23.88**	**23.88**	**0.00**	**0.00**	**23.93**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.29
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.29**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.01	0.01	0.17	0.00		0.00	0.00		0.00	0.00	0.00	23.88	23.88	0.00	0.00	23.93
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.01**	**0.17**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**23.88**	**23.88**	**0.00**	**0.00**	**23.93**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.00	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
Vendor	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
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.29
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.29**

4.0 Mobile Detail

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	0.00	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
Unmitigated	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
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
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	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
NaturalGas Unmitigated	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Other Asphalt Surfaces	0	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
Total		**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**

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	tons/yr										MT/yr					
Other Asphalt Surfaces	0	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
Total		**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**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

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	0.00	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
Unmitigated	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**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**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e

	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

APPENDIX B

CALINE4 MODEL PRINTOUTS

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

EXISTING BASELINE CONDITIONS

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	4	3.8	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	8	2.3	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	3	3.8	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	27	2.3	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	0	2.2	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	26	3.9	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	12	2.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	5	4.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	24	3.9	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	40	2.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	9	4.6	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	20	2.2	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	8	2.2	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	3	2.2	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	27	2.2	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	31	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	12	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	33	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	40	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	7.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	0	2.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	0	2.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	0	2.3	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	15	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	12	3.9	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	0	2.3	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	17	3.9	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	33	2.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	3	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	16	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	0	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	0	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	15	2.3	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	12	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	0	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	20	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	33	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	351.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	8.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	2	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	7	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	24	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	24	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	26	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	18	3.9	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	4	2.5	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	5	4.6	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	3	3.9	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	39	2.5	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	26	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	7	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	24	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	26	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	23	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	4	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	3	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	39	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 152. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	57	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	60	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	34	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	40	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	7	4.6	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	2.3	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	7	2.5	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	3	3.9	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	6	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	57	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	60	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	41	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	40	2.3	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	2.3	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	7	2.3	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	9	2.3	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	354.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	6.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	262.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	0	2.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	18	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	41	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	28	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	42	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	93	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	51	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	18	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	86	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	155	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	41	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	18	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	28	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	42	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	111	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	51	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	86	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	155	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	264.	.1	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	274.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	5	-150	5	0	AG	0	2.3	.0	13.5
B. Avenue 5 NBD	5	0	5	150	AG	0	2.3	.0	13.5
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	0	2.3	.0	13.5
E. Avenue 5 SBD	-5	0	-5	-150	AG	0	2.3	.0	13.5
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. I-10 Eas EBA	-150	-7	0	-7	AG	0	2.3	.0	10.0
H. I-10 Eas EBD	0	-7	150	-7	AG	0	2.3	.0	10.0
I. I-10 Eas EBL	-150	-5	0	0	AG	0	2.3	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	5	-750	5	-150	AG	0	2.3	.0	13.5
N. Avenue NBDX	5	150	5	750	AG	0	2.3	.0	13.5
O. Avenue SBAX	-5	750	-5	150	AG	0	2.3	.0	13.5
P. Avenue SBDX	-5	-150	-5	-750	AG	0	2.3	.0	13.5
Q. I-10 Ea EBAX	-750	-7	-150	-7	AG	0	2.3	.0	10.0
R. I-10 Ea EBDX	150	-7	750	-7	AG	0	2.3	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-14	1.8
2. NW	-14	7	1.8
3. SW	-14	-14	1.8
4. NE	14	7	1.8
5. ES mdblk	150	-14	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-14	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-14	-150	1.8
12. NE mdblk	14	150	1.8
13. ES blk	600	-14	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-14	1.8
16. EN blk	600	7	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-14	-600	1.8
20. NE blk	14	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	0	2.3	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	0	2.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	0	2.3	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	0	2.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	0	2.3	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	0	2.3	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	0	2.3	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	0	2.3	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	0	2.3	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	0	2.3	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	0	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	0	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	0	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	0	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	0	2.3	.0	10.0
B. Avenue 5 NBD	4	0	4	150	AG	0	2.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	0	2.3	.0	10.0
E. Avenue 5 SBD	-5	0	-5	-150	AG	0	2.3	.0	10.0
F. Avenue 5 SBL	-5	150	0	0	AG	0	2.3	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. Street C EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. Street C WBA	150	5	0	5	AG	0	2.3	.0	10.0
K. Street C WBD	0	5	-150	5	AG	0	2.3	.0	10.0
L. Street C WBL	150	5	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	0	2.3	.0	10.0
N. Avenue NBDX	4	150	4	750	AG	0	2.3	.0	10.0
O. Avenue SBAX	-5	750	-5	150	AG	0	2.3	.0	10.0
P. Avenue SBDX	-5	-150	-5	-750	AG	0	2.3	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. Street EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. Street WBAX	750	5	150	5	AG	0	2.3	.0	10.0
T. Street WBDX	-150	5	-750	5	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: Existing-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	10	-7	1.8
2. NW	-12	12	1.8
3. SW	-12	-7	1.8
4. NE	10	12	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	12	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	12	1.8
9. SE mdblk	10	-150	1.8
10. NW mdblk	-12	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	12	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	12	1.8
17. SE blk	10	-600	1.8
18. NW blk	-12	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 152. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	0	2.3	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	0	2.3	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	0	2.3	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	0	2.3	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	0	2.3	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	0	2.3	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	0	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	0	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	0	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	0	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 152. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	2	3.5	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	2	2.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	1	3.5	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	8	2.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	7	4.3	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	2	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	2	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	1	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	8	2.3	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	7	2.3	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	5	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	2	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	8	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	9	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	1	3.9	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	3	2.5	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	4	2.5	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	9	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	2	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	8	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	9	2.3	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	1	2.3	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	3	2.3	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	2.3	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	4	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Existing-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 152. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	0	2.3	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	9	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	9	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	9	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	14	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	45	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	31	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	9	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	49	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	67	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	9	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	9	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	9	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	14	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	54	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	31	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	49	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	67	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Existing-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Existing-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Existing-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

EXISTING PLUS PHASES I THROUGH IV WITHOUT AVENUE 50 INTERCHANGE CONDITIONS

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	44	3.8	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	17	2.3	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	3	3.8	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	47	2.3	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	18	4.6	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	1112	4.7	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	1156	4.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	5	4.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	587	4.3	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	594	2.7	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	29	4.6	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	60	2.2	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	17	2.2	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	21	2.2	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	47	2.2	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	1117	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	1156	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	616	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	594	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	82.	1.1	.0	.0	.0	.0	.0	.0	.0	.7
2. NW	98.	.9	.0	.0	.0	.0	.0	.0	.0	.4
3. SW	82.	1.1	.0	.0	.0	.0	.0	.0	.0	.7
4. NE	98.	.9	.0	.0	.0	.0	.0	.0	.0	.4
5. ES mdblk	277.	1.1	.0	.0	.0	.0	.0	.0	.0	.7
6. WN mdblk	97.	.9	.0	.0	.0	.0	.0	.0	.4	.0
7. WS mdblk	83.	1.0	.0	.0	.0	.0	.0	.0	.7	.0
8. EN mdblk	262.	1.0	.0	.0	.0	.0	.0	.0	.0	.4
9. SE mdblk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.6	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	357.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	22	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	0	2.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	0	2.3	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	26	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	1155	4.7	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	1165	4.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	600	4.3	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	616	2.9	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	14	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	38	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	0	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	0	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	26	2.3	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	1155	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	1165	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	614	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	616	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	82.	1.1	.0	.0	.0	.0	.0	.0	.0	.7
2. NW	98.	.9	.0	.0	.0	.0	.0	.0	.0	.4
3. SW	82.	1.1	.0	.0	.0	.0	.0	.0	.0	.7
4. NE	98.	.9	.0	.0	.0	.0	.0	.0	.0	.4
5. ES mdblk	277.	1.1	.0	.0	.0	.0	.0	.0	.0	.7
6. WN mdblk	97.	.9	.0	.0	.0	.0	.0	.0	.4	.0
7. WS mdblk	83.	1.1	.0	.0	.0	.0	.0	.0	.7	.0
8. EN mdblk	262.	1.0	.0	.0	.0	.0	.0	.0	.0	.4
9. SE mdblk	351.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	10.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	181.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.6	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	357.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
	CONC/LINK (PPM)											
1. SE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	121	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	14	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	24	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	27	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	86	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	870	4.7	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	968	4.5	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	5	4.6	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	438	4.1	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	474	2.6	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	57	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	145	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	14	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	27	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	86	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	875	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	968	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	495	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	474	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	82.	.9	.0	.0	.0	.0	.0	.0	.0	.6
2. NW	98.	.8	.0	.0	.0	.0	.0	.0	.0	.4
3. SW	82.	.9	.0	.0	.0	.0	.0	.0	.0	.6
4. NE	98.	.8	.0	.0	.0	.0	.0	.0	.0	.4
5. ES mdblk	277.	.9	.0	.0	.0	.0	.0	.0	.0	.6
6. WN mdblk	96.	.7	.0	.0	.0	.0	.0	.0	.3	.0
7. WS mdblk	84.	.9	.0	.0	.0	.0	.0	.0	.5	.0
8. EN mdblk	262.	.8	.0	.0	.0	.0	.0	.0	.0	.4
9. SE mdblk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
	CONC/LINK (PPM)											
1. SE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	222	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	243	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	118	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	124	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	16	4.6	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	2.3	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	16	2.5	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	21	3.9	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	6	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	222	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	243	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	134	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	124	2.3	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	2.3	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	16	2.3	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	27	2.3	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	262.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
	CONC/LINK (PPM)											
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	0	2.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	49	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	41	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	44	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	42	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	93	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	51	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	49	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	86	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	171	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	41	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	49	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	44	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	42	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	142	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	51	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	86	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	171	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	263.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	274.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	266.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	2.3	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	2.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. I-10 Eas EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. I-10 Eas EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. I-10 Eas EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	2.3	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	2.3	.0	10.0
Q. I-10 Ea EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. I-10 Ea EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	2.3	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	2.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. 52nd Ave EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. 52nd Ave WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	2.3	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	2.3	.0	10.0
Q. 52nd Av EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. 52nd Av EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. 52nd Av WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. 52nd Av WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	1165	4.7	.0	10.0
B. Avenue 5 NBD	4	0	4	150	AG	0	2.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	0	2.3	.0	10.0
E. Avenue 5 SBD	-5	0	-5	-150	AG	594	2.5	.0	10.0
F. Avenue 5 SBL	-5	150	0	0	AG	0	2.3	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. Street C EBD	0	0	150	0	AG	1165	4.7	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. Street C WBA	150	5	0	5	AG	0	2.3	.0	10.0
K. Street C WBD	0	5	-150	5	AG	0	2.3	.0	10.0
L. Street C WBL	150	5	0	0	AG	594	4.7	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	1165	2.3	.0	10.0
N. Avenue NBDX	4	150	4	750	AG	0	2.3	.0	10.0
O. Avenue SBAX	-5	750	-5	150	AG	0	2.3	.0	10.0
P. Avenue SBDX	-5	-150	-5	-750	AG	594	2.3	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. Street EBDX	150	0	750	0	AG	1165	2.3	.0	10.0
S. Street WBAX	750	5	150	5	AG	594	2.3	.0	10.0
T. Street WBDX	-150	5	-750	5	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	10	-7	1.8
2. NW	-12	12	1.8
3. SW	-12	-7	1.8
4. NE	10	12	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	12	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	12	1.8
9. SE mdblk	10	-150	1.8
10. NW mdblk	-12	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	12	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	12	1.8
17. SE blk	10	-600	1.8
18. NW blk	-12	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	81.	1.2	.0	.0	.0	.0	.0	.0	.0	.8
2. NW	99.	.7	.0	.0	.0	.0	.0	.0	.0	.4
3. SW	83.	1.4	.2	.0	.0	.0	.0	.0	.0	.6
4. NE	187.	1.2	.6	.0	.0	.0	.0	.0	.0	.3
5. ES mdblk	279.	1.0	.0	.0	.0	.0	.0	.0	.0	.8
6. WN mdblk	93.	.3	.0	.0	.0	.0	.0	.0	.0	.1
7. WS mdblk	89.	.4	.0	.0	.0	.0	.0	.0	.0	.1
8. EN mdblk	256.	.9	.0	.0	.0	.0	.0	.0	.0	.4
9. SE mdblk	350.	.9	.8	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.3	.1	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	15.	.7	.4	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	181.	.3	.1	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	92.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	178.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.4	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	73	4.3	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	37	2.7	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	965	4.7	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1038	3.6	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	492	3.8	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	492	2.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	37	4.6	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	73	2.3	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	37	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	965	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1038	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	529	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	492	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.8	.0	.0	.0	.0	.0	.0	.6	.0
2. NW	98.	.7	.0	.0	.0	.0	.0	.0	.0	.3
3. SW	82.	.8	.0	.0	.0	.0	.0	.0	.0	.5
4. NE	98.	.7	.0	.0	.0	.0	.0	.0	.0	.3
5. ES mdblk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.5
6. WN mdblk	97.	.7	.0	.0	.0	.0	.0	.0	.4	.0
7. WS mdblk	83.	.9	.0	.0	.0	.0	.0	.0	.6	.0
8. EN mdblk	263.	.8	.0	.0	.0	.0	.0	.0	.0	.3
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	178.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	8.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	181.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	57	3.5	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	57	2.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	29	3.5	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	36	2.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	7	4.3	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	57	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	57	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	29	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	36	2.3	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	7	2.3	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	60	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	57	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	36	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	37	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	1	3.9	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	3	2.5	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	4	2.5	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	64	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	57	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	36	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	37	2.3	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	1	2.3	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	3	2.3	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	2.3	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	4	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	186.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	21.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	201.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-4-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	42	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	51	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	9	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	30	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	35	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	45	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	31	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	9	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	49	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	67	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	51	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	51	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	30	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	35	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	54	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	31	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	49	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	67	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-4-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-4-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-4-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

EXISTING PLUS FULL PROJECT (PHASES I-V) WITHOUT AVENUE 50 INTERCHANGE CONDITIONS

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	4	3.8	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	16	2.3	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	3	3.8	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	27	2.3	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	12	4.6	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	2614	4.7	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	2612	4.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	5	4.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	1712	4.7	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1720	4.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	9	4.6	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	20	2.2	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	16	2.2	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	15	2.2	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	27	2.2	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	2619	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	2612	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	1721	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1720	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	279.	2.2	.0	.0	.0	.0	.0	.0	1.3	.1
2. NW	100.	2.0	.0	.0	.0	.0	.0	.0	.0	.9
3. SW	80.	2.2	.0	.0	.0	.0	.0	.0	.1	1.3
4. NE	260.	2.0	.0	.0	.0	.0	.0	.0	.9	.0
5. ES mdblk	278.	2.3	.0	.0	.0	.0	.0	.0	.1	1.4
6. WN mdblk	98.	2.1	.0	.0	.0	.0	.0	.0	.8	.1
7. WS mdblk	82.	2.4	.0	.0	.0	.0	.0	.0	1.5	.0
8. EN mdblk	262.	2.2	.0	.0	.0	.0	.0	.0	.1	.8
9. SE mdblk	323.	.3	.0	.0	.0	.0	.0	.0	.1	.0
10. NW mdblk	144.	.3	.0	.0	.0	.0	.0	.0	.0	.1
11. SW mdblk	37.	.3	.0	.0	.0	.0	.0	.0	.0	.1
12. NE mdblk	216.	.3	.0	.0	.0	.0	.0	.0	.1	.0
13. ES blk	276.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	357.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	183.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.1	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8	.4	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.6
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.8	.0	.0	.4
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.6	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	176	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	0	2.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	0	2.3	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	129	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	2612	4.7	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	2776	4.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	1705	4.7	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1721	4.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	117	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	192	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	0	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	0	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	129	2.3	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	2612	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	2776	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	1822	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1721	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	80.	2.4	.0	.0	.0	.0	.0	.0	.0	1.5
2. NW	100.	2.1	.0	.0	.0	.0	.0	.0	.0	.9
3. SW	81.	2.4	.0	.0	.0	.0	.0	.0	.1	1.3
4. NE	100.	2.2	.0	.0	.0	.0	.0	.0	.0	.9
5. ES mdblk	278.	2.5	.0	.0	.0	.0	.0	.0	.1	1.5
6. WN mdblk	98.	2.2	.0	.0	.0	.0	.0	.0	.8	.1
7. WS mdblk	82.	2.4	.0	.0	.0	.0	.0	.0	1.5	.1
8. EN mdblk	262.	2.3	.0	.0	.0	.0	.0	.0	.1	.8
9. SE mdblk	351.	.4	.1	.0	.0	.0	.0	.0	.1	.0
10. NW mdblk	178.	.3	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	11.	.4	.0	.0	.0	.0	.0	.0	.0	.1
12. NE mdblk	181.	.3	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	178.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.9	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.1	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	1.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8	.4	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.6
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.8	.0	.0	.4
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.6	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	154	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	167	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	24	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	127	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	124	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	1200	4.7	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1260	4.5	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	87	4.6	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	770	4.7	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	859	4.1	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	48	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	178	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	167	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	127	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	124	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	1287	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1260	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	818	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	859	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	1.3	.0	.0	.0	.0	.0	.0	.7	.0
2. NW	98.	1.2	.0	.0	.0	.0	.0	.0	.0	.5
3. SW	82.	1.3	.0	.0	.0	.0	.0	.0	.0	.7
4. NE	262.	1.2	.0	.0	.0	.0	.0	.0	.5	.0
5. ES mdblk	277.	1.3	.0	.0	.0	.0	.0	.0	.0	.8
6. WN mdblk	97.	1.2	.0	.0	.0	.0	.0	.0	.4	.0
7. WS mdblk	83.	1.4	.0	.0	.0	.0	.0	.0	.8	.0
8. EN mdblk	263.	1.2	.0	.0	.0	.0	.0	.0	.0	.4
9. SE mdblk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.3	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.3	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.8	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.3
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.3	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	200	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	203	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	127	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	133	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	7	4.6	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	2.3	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	7	2.5	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	3	3.9	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	6	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	200	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	203	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	134	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	133	2.3	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	2.3	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	7	2.3	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	9	2.3	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
2. NW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	90.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	0	2.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	75	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	41	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	60	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	42	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	5	4.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	93	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	56	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	67	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	94	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	187	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	41	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	75	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	65	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	42	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	160	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	56	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	94	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	187	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	263.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	274.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	266.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	2.3	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	2.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. I-10 Eas EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. I-10 Eas EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. I-10 Eas EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	2.3	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	2.3	.0	10.0
Q. I-10 Ea EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. I-10 Ea EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	1357	3.8	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	114	2.4	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	474	4.7	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	74	3.5	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	1189	2.4	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	308	4.7	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1243	4.7	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	474	4.1	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	807	4.7	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	1831	2.3	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	114	2.3	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	74	2.3	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	1189	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	308	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1243	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	807	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	474	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	81.	1.3	.0	.0	.0	.0	.0	.0	.0	.8
2. NW	171.	1.2	.3	.0	.2	.0	.3	.0	.0	.0
3. SW	82.	1.8	.2	.0	.1	.0	.2	.0	.0	.7
4. NE	187.	1.7	.7	.0	.2	.0	.2	.0	.0	.3
5. ES mdblk	278.	1.3	.0	.0	.0	.0	.0	.0	.0	.8
6. WN mdblk	96.	.8	.0	.0	.0	.0	.0	.0	.1	.1
7. WS mdblk	87.	.7	.0	.0	.0	.0	.0	.0	.2	.1
8. EN mdblk	260.	1.2	.0	.0	.0	.0	.0	.0	.0	.5
9. SE mdblk	349.	1.2	.7	.0	.2	.0	.2	.0	.0	.0
10. NW mdblk	177.	.5	.1	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	13.	1.1	.4	.0	.2	.0	.4	.0	.0	.0
12. NE mdblk	182.	.5	.1	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.7	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.4	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.9	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.9	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.3	.0
17. SE blk	.0	.0	.0	.0	.6	.0	.0	.2	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.3	.0	.0	.4	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	2776	4.7	.0	10.0
B. Avenue 5 NBD	4	0	4	150	AG	2326	3.6	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	1510	4.7	.0	10.0
E. Avenue 5 SBD	-5	0	-5	-150	AG	1802	3.6	.0	10.0
F. Avenue 5 SBL	-5	150	0	0	AG	0	2.3	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. Street C EBD	0	0	150	0	AG	450	4.1	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. Street C WBA	150	5	0	5	AG	0	2.3	.0	10.0
K. Street C WBD	0	5	-150	5	AG	0	2.3	.0	10.0
L. Street C WBL	150	5	0	0	AG	292	4.7	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	2776	2.3	.0	10.0
N. Avenue NBDX	4	150	4	750	AG	2326	2.3	.0	10.0
O. Avenue SBAX	-5	750	-5	150	AG	1510	2.3	.0	10.0
P. Avenue SBDX	-5	-150	-5	-750	AG	1802	2.3	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. Street EBDX	150	0	750	0	AG	450	2.3	.0	10.0
S. Street WBAX	750	5	150	5	AG	292	2.3	.0	10.0
T. Street WBDX	-150	5	-750	5	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	10	-7	1.8
2. NW	-12	12	1.8
3. SW	-12	-7	1.8
4. NE	10	12	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	12	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	12	1.8
9. SE mdblk	10	-150	1.8
10. NW mdblk	-12	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	12	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	12	1.8
17. SE blk	10	-600	1.8
18. NW blk	-12	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	190.	2.1	1.6	.0	.0	.0	.3	.0	.0	.0
2. NW	169.	1.6	.7	.0	.0	.2	.7	.0	.0	.0
3. SW	169.	1.6	.6	.0	.0	.0	.8	.0	.0	.0
4. NE	189.	2.1	1.3	.2	.0	.0	.3	.0	.0	.0
5. ES mdblk	279.	.6	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	93.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	89.	.3	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	258.	.6	.1	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	352.	2.1	1.5	.0	.0	.1	.3	.0	.0	.0
10. NW mdblk	172.	1.7	.2	.4	.0	.9	.0	.0	.0	.0
11. SW mdblk	9.	1.7	.6	.1	.0	.0	.8	.0	.0	.0
12. NE mdblk	188.	1.7	.1	1.0	.0	.3	.1	.0	.0	.0
13. ES blk	276.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	92.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	90.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	1.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.8	.0	.0	.3	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.3	.5	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.4	.0	.0	.6	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.7	.2	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	57	4.3	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	37	2.7	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	1255	4.7	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1312	3.6	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	815	4.7	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	815	3.0	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	37	4.6	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	57	2.3	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	37	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	1255	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1312	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	852	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	815	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	1.1	.0	.0	.0	.0	.0	.0	.8	.0
2. NW	98.	1.1	.0	.0	.0	.0	.0	.0	.0	.4
3. SW	82.	1.1	.0	.0	.0	.0	.0	.0	.0	.6
4. NE	98.	1.1	.0	.0	.0	.0	.0	.0	.0	.4
5. ES mdblk	277.	1.2	.0	.0	.0	.0	.0	.0	.0	.6
6. WN mdblk	97.	1.0	.0	.0	.0	.0	.0	.0	.5	.0
7. WS mdblk	83.	1.2	.0	.0	.0	.0	.0	.0	.8	.0
8. EN mdblk	263.	1.1	.0	.0	.0	.0	.0	.0	.1	.4
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	178.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	181.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	357.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
	CONC/LINK (PPM)											
1. SE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.3
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.3	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	43	3.5	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	43	2.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	28	3.5	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	35	2.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	7	4.3	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	43	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	43	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	28	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	35	2.3	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	7	2.3	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	46	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	43	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	35	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	36	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	1	3.9	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	3	2.5	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	4	2.5	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	50	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	43	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	35	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	36	2.3	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	1	2.3	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	3	2.3	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	2.3	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	4	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	201.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	16	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	29	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	9	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	20	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	25	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	3	4.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	45	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	34	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	9	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	53	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	67	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	25	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	29	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	23	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	25	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	54	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	34	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	53	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	67	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5nI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

EXISTING PLUS FULL PROJECT (PHASES I-V) WITH AVENUE 50 INTERCHANGE CONDITIONS

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	143	3.8	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	19	2.3	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	3	3.8	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	117	2.3	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	16	4.6	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	652	4.6	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	793	3.4	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	5	4.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	441	4.1	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	446	2.6	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	99	4.6	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	159	2.2	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	19	2.2	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	19	2.2	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	117	2.2	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	657	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	793	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	540	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	446	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	82.	.7	.0	.0	.0	.0	.0	.0	.0	.4
2. NW	97.	.7	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	82.	.8	.0	.0	.0	.0	.0	.0	.0	.4
4. NE	98.	.7	.0	.0	.0	.0	.0	.0	.0	.2
5. ES mdblk	277.	.7	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	96.	.6	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	84.	.7	.0	.0	.0	.0	.0	.0	.4	.0
8. EN mdblk	263.	.7	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	172	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	0	2.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	16	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	0	2.3	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	126	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	793	4.7	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	953	4.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	524	4.3	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	540	2.7	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	114	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	188	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	0	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	0	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	126	2.3	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	793	2.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	953	2.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	638	2.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	540	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	82.	1.0	.0	.0	.0	.0	.0	.0	.0	.6
2. NW	98.	.9	.0	.0	.0	.0	.0	.0	.0	.4
3. SW	82.	1.0	.0	.0	.0	.0	.0	.0	.0	.6
4. NE	98.	.9	.0	.0	.0	.0	.0	.0	.0	.4
5. ES mdblk	278.	1.0	.0	.0	.0	.0	.0	.0	.0	.6
6. WN mdblk	96.	.7	.0	.0	.0	.0	.0	.0	.3	.0
7. WS mdblk	84.	.8	.0	.0	.0	.0	.0	.0	.5	.0
8. EN mdblk	262.	.9	.0	.0	.0	.0	.0	.0	.0	.4
9. SE mdblk	351.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	11.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	181.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	178.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	154	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	167	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	24	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	127	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	124	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	676	4.6	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	736	3.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	87	4.6	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	430	4.1	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	519	2.7	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	48	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	178	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	167	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	127	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	124	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	763	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	736	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	478	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	519	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.8	.0	.0	.0	.0	.0	.0	.4	.0
2. NW	97.	.7	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	278.	.7	.0	.0	.0	.0	.0	.0	.4	.0
4. NE	262.	.7	.0	.0	.0	.0	.0	.0	.3	.0
5. ES mdblk	276.	.7	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	97.	.7	.0	.0	.0	.0	.0	.0	.3	.0
7. WS mdblk	83.	.8	.0	.0	.0	.0	.0	.0	.4	.0
8. EN mdblk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	200	3.9	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	203	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	127	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	133	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	7	4.6	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	2.3	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	7	2.5	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	3	3.9	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	6	4.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	200	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	203	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	134	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	133	2.3	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	2.3	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	7	2.3	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	9	2.3	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
2. NW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	90.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	0	2.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	75	2.5	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	41	4.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	60	3.9	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	42	2.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	5	4.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	93	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	56	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	67	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	94	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	187	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	41	2.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	75	2.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	65	2.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	42	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	160	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	56	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	94	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	187	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	263.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	274.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	266.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	5	-150	5	0	AG	1523	3.9	.0	13.5
B. Avenue 5 NBD	5	0	5	150	AG	1364	2.4	.0	11.8
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	245	3.5	.0	13.5
E. Avenue 5 SBD	-5	0	-5	-150	AG	2346	2.7	.0	11.8
F. Avenue 5 SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. I-10 Eas EBA	-150	-7	0	-7	AG	2101	4.7	.0	10.0
H. I-10 Eas EBD	0	-7	150	-7	AG	159	2.7	.0	10.0
I. I-10 Eas EBL	-150	-5	0	0	AG	0	2.3	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Avenue NBAX	5	-750	5	-150	AG	1523	2.3	.0	13.5
N. Avenue NBDX	5	150	5	750	AG	1364	2.3	.0	11.8
O. Avenue SBAX	-5	750	-5	150	AG	245	2.3	.0	13.5
P. Avenue SBDX	-5	-150	-5	-750	AG	2346	2.3	.0	11.8
Q. I-10 Ea EBAX	-750	-7	-150	-7	AG	2101	2.3	.0	10.0
R. I-10 Ea EBDX	150	-7	750	-7	AG	159	2.3	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-14	1.8
2. NW	-14	7	1.8
3. SW	-13	-14	1.8
4. NE	13	7	1.8
5. ES mdblk	150	-14	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-14	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-13	-150	1.8
12. NE mdblk	13	150	1.8
13. ES blk	600	-14	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-14	1.8
16. EN blk	600	7	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-13	-600	1.8
20. NE blk	13	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	1.7	.4	.0	.0	.0	.2	.0	1.0	.0
2. NW	171.	1.5	.3	.0	.0	.0	.7	.0	.4	.0
3. SW	47.	1.4	.0	.1	.0	.0	.5	.0	.7	.0
4. NE	187.	1.2	.7	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	271.	.4	.0	.0	.0	.0	.0	.0	.2	.0
6. WN mdblk	105.	.8	.0	.0	.0	.0	.0	.0	.6	.0
7. WS mdblk	81.	1.3	.0	.0	.0	.0	.0	.0	1.2	.0
8. EN mdblk	265.	.4	.0	.0	.0	.0	.0	.0	.2	.0
9. SE mdblk	348.	1.2	.7	.0	.0	.0	.3	.0	.1	.0
10. NW mdblk	175.	.6	.1	.0	.0	.1	.1	.0	.0	.0
11. SW mdblk	10.	1.2	.3	.0	.0	.0	.8	.0	.0	.0
12. NE mdblk	186.	.9	.1	.4	.0	.0	.1	.0	.0	.0
13. ES blk	271.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	98.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.9	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.7	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.7	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.5	.0	.0	.3	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.7	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	720	3.6	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	1531	2.5	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	172	4.6	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	1003	3.7	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	881	2.4	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	1235	4.7	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	111	4.3	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1480	4.7	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	255	4.7	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	801	4.7	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	564	4.6	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	159	4.6	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	892	2.3	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	1531	2.3	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	2238	2.3	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	881	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	366	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1480	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	960	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	564	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	350.	2.0	.0	.4	.0	.3	.0	.5	.0	.5
2. NW	98.	2.0	.0	.2	.0	.2	.0	.3	.0	.6
3. SW	82.	1.7	.1	.0	.0	.0	.1	.0	.0	.8
4. NE	262.	1.4	.0	.2	.0	.2	.0	.3	.0	.0
5. ES mdblk	279.	1.6	.0	.0	.0	.0	.0	.0	.0	.9
6. WN mdblk	95.	1.0	.0	.0	.0	.0	.0	.0	.0	.1
7. WS mdblk	84.	.9	.0	.0	.0	.0	.0	.0	.0	.1
8. EN mdblk	261.	1.4	.0	.0	.0	.0	.0	.0	.0	.6
9. SE mdblk	355.	1.0	.3	.0	.0	.0	.0	.1	.0	.0
10. NW mdblk	170.	1.5	.0	.2	.0	.5	.0	.6	.0	.0
11. SW mdblk	6.	1.0	.2	.0	.0	.0	.3	.1	.0	.0
12. NE mdblk	189.	1.4	.0	.5	.0	.3	.0	.4	.0	.0
13. ES blk	276.	.9	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.8	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.7	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	1.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.2	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.1	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.2	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.3	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.3	.7	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.5	.4	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	952	4.7	.0	10.0
B. Avenue 5 NBD	4	0	4	150	AG	835	3.0	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	435	3.8	.0	10.0
E. Avenue 5 SBD	-5	0	-5	-150	AG	618	2.6	.0	10.0
F. Avenue 5 SBL	-5	150	0	0	AG	253	4.7	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	2.3	.0	10.0
H. Street C EBD	0	0	150	0	AG	535	4.6	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. Street C WBA	150	5	0	5	AG	165	4.3	.0	10.0
K. Street C WBD	0	5	-150	5	AG	0	2.3	.0	10.0
L. Street C WBL	150	5	0	0	AG	183	4.6	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	952	2.3	.0	10.0
N. Avenue NBDX	4	150	4	750	AG	835	2.3	.0	10.0
O. Avenue SBAX	-5	750	-5	150	AG	688	2.3	.0	10.0
P. Avenue SBDX	-5	-150	-5	-750	AG	618	2.3	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	2.3	.0	10.0
R. Street EBDX	150	0	750	0	AG	535	2.3	.0	10.0
S. Street WBAX	750	5	150	5	AG	348	2.3	.0	10.0
T. Street WBDX	-150	5	-750	5	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	10	-7	1.8
2. NW	-12	12	1.8
3. SW	-12	-7	1.8
4. NE	10	12	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	12	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	12	1.8
9. SE mdblk	10	-150	1.8
10. NW mdblk	-12	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	12	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	12	1.8
17. SE blk	10	-600	1.8
18. NW blk	-12	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.9	.0	.3	.0	.1	.0	.1	.0	.2
2. NW	98.	.7	.0	.1	.0	.1	.0	.0	.0	.2
3. SW	83.	.9	.2	.0	.0	.0	.1	.0	.0	.3
4. NE	187.	1.0	.5	.0	.0	.0	.0	.0	.0	.1
5. ES mdblk	280.	.6	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	92.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.3	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	259.	.6	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	353.	.9	.6	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.8	.0	.1	.0	.3	.0	.2	.0	.0
11. SW mdblk	8.	.7	.2	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	186.	.7	.0	.3	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.2	.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.3	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	57	4.3	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	2.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	2.3	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	37	2.7	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	732	4.4	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	789	2.7	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	475	3.8	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	475	2.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	37	4.6	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	57	2.3	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	2.3	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	2.3	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	37	2.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	732	2.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	789	2.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	512	2.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	475	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.7	.0	.0	.0	.0	.0	.0	.4	.0
2. NW	97.	.6	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	278.	.6	.0	.0	.0	.0	.0	.0	.5	.0
4. NE	97.	.6	.0	.0	.0	.0	.0	.0	.0	.2
5. ES mdblk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	97.	.6	.0	.0	.0	.0	.0	.0	.3	.0
7. WS mdblk	83.	.7	.0	.0	.0	.0	.0	.0	.5	.0
8. EN mdblk	263.	.6	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	352.	.1	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	8.	.1	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	43	3.5	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	43	2.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	0	2.3	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	28	3.5	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	35	2.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	7	4.3	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	2.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	2.3	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	0	2.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	43	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	43	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	28	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	35	2.3	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	7	2.3	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	2.3	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	2.3	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	0	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	46	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	43	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	35	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	36	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	2.3	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	1	3.9	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	3	2.5	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	0	2.3	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	2.3	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	4	2.5	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	50	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	43	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	35	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	36	2.3	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	1	2.3	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	3	2.3	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	2.3	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	4	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	201.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	16	3.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	29	2.5	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	9	4.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	20	3.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	25	2.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	3	4.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	45	3.9	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	34	2.5	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	9	4.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	53	3.9	.0	10.0
K. Airport WBD	0	2	-150	2	AG	67	2.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	0	2.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	25	2.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	29	2.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	23	2.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	25	2.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	54	2.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	34	2.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	53	2.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	67	2.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	176.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	266.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	3.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	184.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: Ex+1-5wI-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

FUTURE YEAR (2020) WITHOUT PROJECT SCENARIO

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	94	2.0	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	492	1.3	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	88	2.4	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	461	2.1	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	286	1.3	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	290	2.4	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	220	2.1	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	455	1.4	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	246	2.4	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	375	2.1	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	611	1.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	70	2.4	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	182	1.2	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	492	1.2	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	751	1.2	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	286	1.2	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	466	1.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	455	1.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	445	1.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	611	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	7.	.4	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	263.	.4	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.3	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.4	.0	.0	.0	.1	.0	.1	.0	.0
11. SW mdblk	4.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	189.	.3	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.3	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	1	2.0	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	26	1.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	633	2.4	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	68	2.0	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	523	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 50th Ave EBA	-150	0	0	0	AG	584	2.3	.0	10.0
H. 50th Ave EBD	0	0	150	0	AG	65	1.3	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	26	2.4	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	22	2.0	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	723	1.8	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	3	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	634	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	26	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	68	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	523	1.3	.0	10.0
Q. 50th Av EBAX	-750	0	-150	0	AG	610	1.3	.0	10.0
R. 50th Av EBDX	150	0	750	0	AG	65	1.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	25	1.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	723	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	8	1.8
3. SW	-8	-7	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.5	.0	.0	.0	.0	.0	.0	.2	.0
2. NW	173.	.5	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	278.	.4	.0	.0	.0	.0	.0	.0	.2	.0
4. NE	263.	.4	.0	.0	.0	.0	.0	.0	.1	.0
5. ES mdblk	272.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	100.	.4	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	81.	.4	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	267.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	349.	.3	.0	.0	.2	.0	.0	.0	.0	.0
10. NW mdblk	178.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.3	.0	.0	.1	.0	.1	.0	.0	.0
12. NE mdblk	183.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	52	2.0	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	125	1.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	147	2.4	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	217	2.1	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	289	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	37	2.4	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	279	2.1	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	207	1.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	67	2.4	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	90	2.0	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	293	1.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	25	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	199	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	125	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	254	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	289	1.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	346	1.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	207	1.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	115	1.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	293	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	238	2.1	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	242	1.4	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	1.3	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	243	2.1	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	254	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	93	2.4	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	1.3	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	97	1.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	8	2.0	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	1.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	11	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	238	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	242	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	336	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	254	1.3	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	1.3	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	97	1.3	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	19	1.3	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.1	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	6	2.0	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	124	1.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	160	2.4	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	240	2.1	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	247	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	3	2.4	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	341	2.1	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	109	1.3	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	118	2.4	.0	10.0
J. Airport WBA	150	2	0	2	AG	130	2.0	.0	10.0
K. Airport WBD	0	2	-150	2	AG	519	1.4	.0	10.0
L. Airport WBL	150	2	0	0	AG	1	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	166	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	124	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	243	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	247	1.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	459	1.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	109	1.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	131	1.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	519	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.3	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	277.	.3	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.3	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	267.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	1.3	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	1.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	1.3	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	1.3	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	1.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. I-10 Eas EBA	-150	0	0	0	AG	0	1.3	.0	10.0
H. I-10 Eas EBD	0	0	150	0	AG	0	1.3	.0	10.0
I. I-10 Eas EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	1.3	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	1.3	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	1.3	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	1.3	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	1.3	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	1.3	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	1.3	.0	10.0
Q. I-10 Ea EBAX	-750	0	-150	0	AG	0	1.3	.0	10.0
R. I-10 Ea EBDX	150	0	750	0	AG	0	1.3	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	1.3	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	2	2.2	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	0	1.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	4	2.4	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	0	1.3	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	2	1.4	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	128	2.3	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	129	1.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	133	2.3	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	137	1.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	1	2.4	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	6	1.3	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	0	1.3	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	0	1.3	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	2	1.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	128	1.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	129	1.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	134	1.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	137	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	291.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	111.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	69.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	249.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	2	-150	2	0	AG	65	1.8	.0	10.0
B. Avenue 5 NBD	2	0	2	150	AG	5	1.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	1.3	.0	10.0
D. Avenue 5 SBA	-2	150	-2	0	AG	12	1.8	.0	10.0
E. Avenue 5 SBD	-2	0	-2	-150	AG	12	1.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	1.3	.0	10.0
H. Street C EBD	0	0	150	0	AG	60	1.4	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. Street C WBA	150	4	0	4	AG	0	1.3	.0	10.0
K. Street C WBD	0	4	-150	4	AG	0	1.3	.0	10.0
L. Street C WBL	150	5	0	0	AG	0	1.3	.0	10.0
M. Avenue NBAX	2	-750	2	-150	AG	65	1.3	.0	10.0
N. Avenue NBDX	2	150	2	750	AG	5	1.3	.0	10.0
O. Avenue SBAX	-2	750	-2	150	AG	12	1.3	.0	10.0
P. Avenue SBDX	-2	-150	-2	-750	AG	12	1.3	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	1.3	.0	10.0
R. Street EBDX	150	0	750	0	AG	60	1.3	.0	10.0
S. Street WBAX	750	4	150	4	AG	0	1.3	.0	10.0
T. Street WBDX	-150	4	-750	4	AG	0	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	10	1.8
3. SW	-8	-7	1.8
4. NE	8	10	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	10	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	10	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	10	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	10	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	278.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	259.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	8.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	106	2.3	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	1.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	135	2.4	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	1.3	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	423	2.2	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	250	1.9	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	126	1.3	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	14	1.8	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	149	1.3	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	193	2.4	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	241	1.3	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	1.3	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	1.3	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	423	1.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	250	1.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	126	1.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	207	1.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	149	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	187.	.3	.0	.0	.0	.0	.1	.0	.0	.0
2. NW	174.	.3	.0	.0	.0	.0	.1	.0	.0	.0
3. SW	173.	.3	.0	.0	.0	.0	.1	.0	.0	.0
4. NE	186.	.3	.0	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	97.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	263.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.3	.0	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.2	.0	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	274.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	199	1.8	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	223	1.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	7	2.4	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	376	1.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	446	1.3	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	74	2.3	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	1.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	24	2.4	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	1.3	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	11	1.4	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	1.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	206	1.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	223	1.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	376	1.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	446	1.3	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	98	1.3	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	1.3	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	1.3	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	11	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	229	2.1	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	231	1.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	2.4	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	451	2.2	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	451	1.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	1	2.4	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	3	2.0	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	4	1.3	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	5	2.4	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	1.3	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	7	1.3	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	1.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	233	1.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	231	1.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	452	1.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	451	1.3	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	8	1.3	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	4	1.3	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	1.3	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	7	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	339.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	159.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	201.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	189	2.0	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	230	1.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	13	2.4	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	287	2.1	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	293	1.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	81	2.4	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	56	2.0	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	123	1.3	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	23	2.4	.0	10.0
J. Airport WBA	150	2	0	2	AG	74	2.0	.0	10.0
K. Airport WBD	0	2	-150	2	AG	93	1.3	.0	10.0
L. Airport WBL	150	2	0	0	AG	16	2.4	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	202	1.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	230	1.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	368	1.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	293	1.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	79	1.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	123	1.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	90	1.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	93	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

FUTURE YEAR (2020) WITH PHASES I & II SCENARIO

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	129	2.0	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	494	1.3	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	88	2.4	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	461	2.1	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	308	1.3	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	294	2.4	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	961	2.4	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	1235	2.3	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	246	2.4	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	837	2.4	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1071	2.3	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	92	2.4	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	217	1.2	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	494	1.2	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	755	1.2	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	308	1.2	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	1207	1.3	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	1235	1.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	929	1.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1071	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.7	.0	.0	.0	.0	.0	.0	.3	.0
2. NW	98.	.8	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	82.	.7	.0	.0	.0	.0	.0	.0	.0	.4
4. NE	262.	.8	.0	.0	.0	.0	.0	.0	.2	.0
5. ES mdblk	277.	.7	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	97.	.7	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	82.	.8	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.7	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	355.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.4	.0	.0	.0	.1	.0	.1	.0	.0
11. SW mdblk	4.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	189.	.4	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.3	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	11	2.0	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	26	1.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	633	2.4	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	68	2.0	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	529	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 50th Ave EBA	-150	0	0	0	AG	1363	2.4	.0	10.0
H. 50th Ave EBD	0	0	150	0	AG	854	2.1	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	26	2.4	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	506	2.3	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1207	2.3	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	9	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	644	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	26	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	68	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	529	1.3	.0	10.0
Q. 50th Av EBAX	-750	0	-150	0	AG	1389	1.3	.0	10.0
R. 50th Av EBDX	150	0	750	0	AG	854	1.3	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	515	1.3	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1207	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	8	1.8
3. SW	-8	-7	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.9	.0	.0	.0	.0	.0	.0	.4	.0
2. NW	262.	.8	.0	.0	.0	.0	.0	.0	.3	.0
3. SW	278.	.8	.0	.0	.0	.0	.0	.0	.4	.0
4. NE	262.	.8	.0	.0	.0	.0	.0	.0	.3	.0
5. ES mdblk	275.	.5	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	99.	.8	.0	.0	.0	.0	.0	.0	.3	.0
7. WS mdblk	82.	.8	.0	.0	.0	.0	.0	.0	.4	.0
8. EN mdblk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	349.	.4	.0	.0	.2	.0	.0	.0	.0	.0
10. NW mdblk	178.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.3	.0	.0	.1	.0	.1	.0	.0	.0
12. NE mdblk	183.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	114	2.0	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	127	1.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	147	2.4	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	219	2.1	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	328	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	37	2.4	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	636	2.4	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	624	1.5	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	67	2.4	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	312	2.1	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	515	1.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	62	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	261	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	127	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	256	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	328	1.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	703	1.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	624	1.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	374	1.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	515	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.4	.0	.0	.0	.0	.0	.0	.2	.0
2. NW	262.	.3	.0	.0	.0	.0	.0	.0	.1	.0
3. SW	278.	.4	.0	.0	.0	.0	.0	.0	.2	.0
4. NE	262.	.4	.0	.0	.0	.0	.0	.0	.1	.0
5. ES mdblk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	97.	.3	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	83.	.4	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	298	2.1	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	302	1.4	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	1.3	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	280	2.1	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	291	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	93	2.4	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	1.3	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	97	1.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	8	2.0	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	1.3	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	11	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	298	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	302	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	373	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	291	1.3	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	1.3	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	97	1.3	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	19	1.3	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	6	2.0	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	136	1.3	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	160	2.4	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	248	2.1	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	247	1.4	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	3	2.4	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	341	2.1	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	109	1.3	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	130	2.4	.0	10.0
J. Airport WBA	150	2	0	2	AG	130	2.0	.0	10.0
K. Airport WBD	0	2	-150	2	AG	527	1.4	.0	10.0
L. Airport WBL	150	2	0	0	AG	1	2.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	166	1.3	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	136	1.3	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	251	1.3	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	247	1.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	471	1.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	109	1.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	131	1.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	527	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.3	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	277.	.3	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.3	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	267.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	1.3	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	1.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	1.3	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	1.3	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	1.3	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. I-10 Eas EBA	-150	0	0	0	AG	0	1.3	.0	10.0
H. I-10 Eas EBD	0	0	150	0	AG	0	1.3	.0	10.0
I. I-10 Eas EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	1.3	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	1.3	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	1.3	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	1.3	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	1.3	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	1.3	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	1.3	.0	10.0
Q. I-10 Ea EBAX	-750	0	-150	0	AG	0	1.3	.0	10.0
R. I-10 Ea EBDX	150	0	750	0	AG	0	1.3	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	1.3	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	2	2.2	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	0	1.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	4	2.4	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	0	1.3	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	2	1.4	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	128	2.3	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	129	1.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	133	2.3	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	137	1.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	1	2.4	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	6	1.3	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	0	1.3	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	0	1.3	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	2	1.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	128	1.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	129	1.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	134	1.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	137	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	291.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	111.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	69.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	249.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	2	-150	2	0	AG	854	2.4	.0	10.0
B. Avenue 5 NBD	2	0	2	150	AG	5	1.3	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	1.3	.0	10.0
D. Avenue 5 SBA	-2	150	-2	0	AG	12	1.8	.0	10.0
E. Avenue 5 SBD	-2	0	-2	-150	AG	503	1.4	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	1.3	.0	10.0
H. Street C EBD	0	0	150	0	AG	849	2.4	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. Street C WBA	150	4	0	4	AG	0	1.3	.0	10.0
K. Street C WBD	0	4	-150	4	AG	0	1.3	.0	10.0
L. Street C WBL	150	5	0	0	AG	491	2.4	.0	10.0
M. Avenue NBAX	2	-750	2	-150	AG	854	1.3	.0	10.0
N. Avenue NBDX	2	150	2	750	AG	5	1.3	.0	10.0
O. Avenue SBAX	-2	750	-2	150	AG	12	1.3	.0	10.0
P. Avenue SBDX	-2	-150	-2	-750	AG	503	1.3	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	1.3	.0	10.0
R. Street EBDX	150	0	750	0	AG	849	1.3	.0	10.0
S. Street WBAX	750	4	150	4	AG	491	1.3	.0	10.0
T. Street WBDX	-150	4	-750	4	AG	0	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	10	1.8
3. SW	-8	-7	1.8
4. NE	8	10	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	10	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	10	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	10	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	10	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	81.	.5	.0	.0	.0	.0	.0	.0	.0	.3
2. NW	98.	.3	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	83.	.6	.1	.0	.0	.0	.0	.0	.0	.3
4. NE	186.	.5	.3	.0	.0	.0	.0	.0	.0	.1
5. ES mdblk	279.	.4	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	93.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	89.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	260.	.5	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	351.	.4	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	12.	.3	.2	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	181.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	148	2.3	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	1.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	135	2.4	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	1.3	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	449	2.2	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	667	2.2	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	585	1.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	1.3	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	273	1.9	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	408	1.3	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	219	2.4	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	283	1.3	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	1.3	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	1.3	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	449	1.3	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	667	1.3	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	585	1.3	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	492	1.3	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	408	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.4	.0	.0	.0	.0	.0	.0	.2	.0
2. NW	174.	.4	.0	.0	.0	.0	.1	.0	.0	.0
3. SW	83.	.4	.0	.0	.0	.0	.0	.0	.0	.1
4. NE	186.	.4	.0	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	97.	.3	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	84.	.3	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.3	.0	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	179.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.3	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	181.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	233	1.9	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	257	1.3	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	7	2.4	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	397	1.9	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	467	1.3	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	1.3	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	74	2.3	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	1.3	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	24	2.4	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	1.3	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	11	1.4	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	1.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	240	1.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	257	1.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	397	1.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	467	1.3	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	98	1.3	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	1.3	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	1.3	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	11	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	263	2.1	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	265	1.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	2.4	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	472	2.2	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	472	1.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	1	2.4	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	3	2.0	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	4	1.3	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	5	2.4	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	1.3	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	7	1.3	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	1.3	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	267	1.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	265	1.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	473	1.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	472	1.3	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	8	1.3	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	4	1.3	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	1.3	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	7	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.2	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	339.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	159.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	201.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	86.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2020wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	214	2.1	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	255	1.4	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	13	2.4	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	303	2.1	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	309	1.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	81	2.4	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	56	2.0	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	123	1.3	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	23	2.4	.0	10.0
J. Airport WBA	150	2	0	2	AG	74	2.0	.0	10.0
K. Airport WBD	0	2	-150	2	AG	93	1.3	.0	10.0
L. Airport WBL	150	2	0	0	AG	16	2.4	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	227	1.3	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	255	1.3	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	384	1.3	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	309	1.3	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	79	1.3	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	123	1.3	.0	10.0
S. Airport WBAX	750	2	150	2	AG	90	1.3	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	93	1.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2020wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2020wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2020wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

FUTURE YEAR (2030) WITHOUT PROJECT SCENARIO

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	222	1.3	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	1182	1.5	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	191	1.5	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	1116	1.6	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	657	1.0	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	705	1.6	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	497	1.4	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	1089	1.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	590	1.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	875	1.6	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1426	1.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	158	1.6	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	413	.8	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	1182	.8	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	1821	.8	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	657	.8	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	1087	.9	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	1089	.9	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	1033	.9	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1426	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.7	.0	.2	.0	.2	.0	.1	.0	.1
2. NW	98.	.7	.0	.0	.0	.1	.0	.0	.0	.1
3. SW	8.	.8	.0	.2	.0	.2	.0	.1	.0	.0
4. NE	262.	.8	.0	.1	.0	.0	.0	.0	.0	.0
5. ES mdblk	277.	.5	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	97.	.5	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.5	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	355.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	171.	.6	.0	.2	.0	.2	.0	.2	.0	.0
11. SW mdblk	4.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	190.	.6	.0	.2	.0	.2	.0	.1	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.1	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.1	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	2	1.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	63	.9	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	1514	1.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	167	1.3	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	1250	1.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 50th Ave EBA	-150	0	0	0	AG	1401	1.6	.0	10.0
H. 50th Ave EBD	0	0	150	0	AG	157	.9	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	63	1.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	30	1.3	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1710	1.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	3	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	1516	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	63	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	167	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	1250	.9	.0	10.0
Q. 50th Av EBAX	-750	0	-150	0	AG	1464	.9	.0	10.0
R. 50th Av EBDX	150	0	750	0	AG	157	.9	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	33	.9	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1710	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	8	1.8
3. SW	-8	-7	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.8	.0	.0	.1	.0	.0	.0	.3	.0
2. NW	172.	.8	.0	.0	.2	.0	.2	.0	.1	.0
3. SW	278.	.6	.0	.0	.0	.0	.0	.0	.3	.0
4. NE	262.	.6	.0	.0	.0	.0	.0	.0	.2	.0
5. ES mdblk	271.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	101.	.6	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	80.	.6	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	267.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	348.	.6	.0	.0	.3	.0	.2	.0	.0	.0
10. NW mdblk	178.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	10.	.5	.0	.0	.2	.0	.3	.0	.0	.0
12. NE mdblk	183.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	123	1.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	291	.9	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	324	1.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	491	1.4	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	664	1.0	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	90	1.6	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	651	1.5	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	497	1.0	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	155	1.6	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	213	1.4	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	656	1.0	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	61	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	447	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	291	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	581	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	664	.9	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	806	.9	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	497	.9	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	274	.9	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	656	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.3	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	173.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.3	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	265.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	496	1.4	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	503	1.0	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	.9	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	542	1.5	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	560	1.0	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	215	1.6	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	.9	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	224	.9	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	16	1.3	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	.9	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	18	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	496	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	503	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	757	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	560	.9	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	.9	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	224	.9	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	34	.9	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.3	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	15	1.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	276	.9	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	330	1.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	542	1.5	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	538	1.0	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	6	1.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	695	1.5	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	191	.9	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	261	1.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	193	1.3	.0	10.0
K. Airport WBD	0	2	-150	2	AG	1039	1.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	2	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	345	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	276	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	548	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	538	.9	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	956	.9	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	191	.9	.0	10.0
S. Airport WBAX	750	2	150	2	AG	195	.9	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	1039	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.4	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	278.	.4	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	100.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	80.	.4	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	267.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	.9	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	.9	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	.9	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	.9	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	.9	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. I-10 Eas EBA	-150	0	0	0	AG	0	.9	.0	10.0
H. I-10 Eas EBD	0	0	150	0	AG	0	.9	.0	10.0
I. I-10 Eas EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	.9	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	.9	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	.9	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	.9	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	.9	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	.9	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	.9	.0	10.0
Q. I-10 Ea EBAX	-750	0	-150	0	AG	0	.9	.0	10.0
R. I-10 Ea EBDX	150	0	750	0	AG	0	.9	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	.9	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	5	1.2	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	0	.9	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	9	1.6	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	0	.9	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	4	.9	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	311	1.6	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	314	1.1	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	322	1.6	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	331	1.1	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	2	1.6	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	14	.9	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	0	.9	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	0	.9	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	4	.9	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	311	.9	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	314	.9	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	324	.9	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	331	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.1	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	97.	.1	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	277.	.1	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	97.	.1	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	350.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	10.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	2	-150	2	0	AG	157	1.2	.0	10.0
B. Avenue 5 NBD	2	0	2	150	AG	12	.9	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	.9	.0	10.0
D. Avenue 5 SBA	-2	150	-2	0	AG	29	1.2	.0	10.0
E. Avenue 5 SBD	-2	0	-2	-150	AG	29	.9	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	1	1.6	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	.9	.0	10.0
H. Street C EBD	0	0	150	0	AG	146	1.0	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. Street C WBA	150	4	0	4	AG	0	.9	.0	10.0
K. Street C WBD	0	4	-150	4	AG	0	.9	.0	10.0
L. Street C WBL	150	5	0	0	AG	0	.9	.0	10.0
M. Avenue NBAX	2	-750	2	-150	AG	157	.9	.0	10.0
N. Avenue NBDX	2	150	2	750	AG	12	.9	.0	10.0
O. Avenue SBAX	-2	750	-2	150	AG	30	.9	.0	10.0
P. Avenue SBDX	-2	-150	-2	-750	AG	29	.9	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	.9	.0	10.0
R. Street EBDX	150	0	750	0	AG	146	.9	.0	10.0
S. Street WBAX	750	4	150	4	AG	0	.9	.0	10.0
T. Street WBDX	-150	4	-750	4	AG	0	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	10	1.8
3. SW	-8	-7	1.8
4. NE	8	10	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	10	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	10	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	10	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	10	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	186.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	174.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	185.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	278.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	259.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	183.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	257	1.5	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	.9	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	328	1.6	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	.9	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	1028	1.6	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	608	1.4	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	306	.9	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	33	1.2	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	361	.9	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	469	1.6	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	585	.9	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	.9	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	.9	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	1028	.9	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	608	.9	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	306	.9	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	502	.9	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	361	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.4	.0	.0	.0	.0	.2	.0	.0	.0
2. NW	173.	.4	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	172.	.4	.0	.0	.0	.0	.2	.0	.0	.0
4. NE	186.	.4	.0	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	275.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	98.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.2	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	262.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	351.	.4	.0	.0	.1	.0	.2	.0	.0	.0
10. NW mdblk	179.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.4	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	181.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	480	1.3	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	538	.9	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	17	1.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	910	1.6	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	1070	1.2	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	169	1.5	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	.9	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	58	1.6	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	.9	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	26	1.0	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	.9	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	497	.9	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	538	.9	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	910	.9	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	1070	.9	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	227	.9	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	.9	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	.9	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	26	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.2	.0	.0	.0	.0	.1	.0	.0	.0
2. NW	173.	.3	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.2	.0	.0	.0	.0
4. NE	187.	.2	.0	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.3	.0	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	174.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	6.	.3	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.3	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	549	1.5	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	558	1.0	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	1.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	1084	1.6	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	1083	1.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	2	1.6	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	6	1.3	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	5	.9	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	12	1.6	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	.9	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	11	.9	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	.9	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	553	.9	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	558	.9	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	1086	.9	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	1083	.9	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	18	.9	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	5	.9	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	.9	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	11	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.3	.1	.0	.0	.0	.1	.0	.0	.0
2. NW	172.	.3	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	172.	.3	.0	.0	.0	.0	.2	.0	.0	.0
4. NE	188.	.3	.1	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	127.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	233.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.3	.1	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	173.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	7.	.4	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.3	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	458	1.4	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	544	1.0	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	18	1.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	686	1.5	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	694	1.0	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	198	1.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	72	1.3	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	254	.9	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	42	1.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	109	1.3	.0	10.0
K. Airport WBD	0	2	-150	2	AG	130	.9	.0	10.0
L. Airport WBL	150	2	0	0	AG	39	1.6	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	476	.9	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	544	.9	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	884	.9	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	694	.9	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	114	.9	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	254	.9	.0	10.0
S. Airport WBAX	750	2	150	2	AG	148	.9	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	130	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.3	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.3	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	277.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.3	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

FUTURE YEAR (2030) WITH PHASES I - IV SCENARIO

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	2	-150	2	0	AG	262	1.3	.0	10.0
B. Polk Str NBD	2	0	2	150	AG	1191	1.5	.0	10.0
C. Polk Str NBL	2	-150	0	0	AG	191	1.5	.0	10.0
D. Polk Str SBA	-2	150	-2	0	AG	1116	1.6	.0	10.0
E. Polk Str SBD	-2	0	-2	-150	AG	677	1.0	.0	10.0
F. Polk Str SBL	-2	150	0	0	AG	723	1.6	.0	10.0
G. 50th Ave EBA	-150	-2	0	-2	AG	1583	1.6	.0	10.0
H. 50th Ave EBD	0	-2	150	-2	AG	2233	1.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	590	1.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	1438	1.6	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	1980	1.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	178	1.6	.0	10.0
M. Polk St NBAX	2	-750	2	-150	AG	453	.8	.0	10.0
N. Polk St NBDX	2	150	2	750	AG	1191	.8	.0	10.0
O. Polk St SBAX	-2	750	-2	150	AG	1839	.8	.0	10.0
P. Polk St SBDX	-2	-150	-2	-750	AG	677	.8	.0	10.0
Q. 50th Av EBAX	-750	-2	-150	-2	AG	2173	.9	.0	10.0
R. 50th Av EBDX	150	-2	750	-2	AG	2233	.9	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	1616	.9	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	1980	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.9	.0	.2	.0	.2	.0	.1	.0	.2
2. NW	99.	.9	.0	.0	.0	.1	.0	.0	.0	.3
3. SW	8.	.9	.0	.2	.0	.2	.0	.1	.2	.0
4. NE	261.	1.0	.0	.1	.0	.0	.0	.0	.2	.0
5. ES mdblk	278.	.8	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	98.	.8	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	82.	.8	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.7	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	355.	.4	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	171.	.7	.0	.2	.0	.2	.0	.2	.0	.0
11. SW mdblk	4.	.4	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	190.	.6	.0	.2	.0	.2	.0	.1	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	355.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.4	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.1	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.1	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	24	1.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	63	.9	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	1514	1.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	167	1.3	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	1261	1.5	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 50th Ave EBA	-150	0	0	0	AG	2544	1.6	.0	10.0
H. 50th Ave EBD	0	0	150	0	AG	1322	1.5	.0	10.0
I. 50th Ave EBL	-150	-2	0	0	AG	63	1.6	.0	10.0
J. 50th Ave WBA	150	2	0	2	AG	613	1.5	.0	10.0
K. 50th Ave WBD	0	2	-150	2	AG	2293	1.5	.0	10.0
L. 50th Ave WBL	150	2	0	0	AG	14	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	1538	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	63	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	167	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	1261	.9	.0	10.0
Q. 50th Av EBAX	-750	0	-150	0	AG	2607	.9	.0	10.0
R. 50th Av EBDX	150	0	750	0	AG	1322	.9	.0	10.0
S. 50th Av WBAX	750	2	150	2	AG	627	.9	.0	10.0
T. 50th Av WBDX	-150	2	-750	2	AG	2293	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	8	1.8
3. SW	-8	-7	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	1.1	.0	.0	.1	.0	.0	.0	.4	.0
2. NW	172.	1.0	.0	.0	.2	.0	.2	.0	.2	.0
3. SW	279.	.9	.0	.0	.0	.0	.0	.0	.5	.0
4. NE	262.	.8	.0	.0	.0	.0	.0	.0	.4	.0
5. ES mdblk	275.	.5	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	100.	.9	.0	.0	.0	.0	.0	.0	.4	.0
7. WS mdblk	81.	.9	.0	.0	.0	.0	.0	.0	.5	.0
8. EN mdblk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	348.	.6	.0	.0	.3	.0	.2	.0	.0	.0
10. NW mdblk	178.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	10.	.5	.0	.0	.2	.0	.3	.0	.0	.0
12. NE mdblk	183.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.6	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.4	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.3
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	242	1.4	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	298	.9	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	324	1.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	494	1.4	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	724	1.2	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	90	1.6	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	1503	1.6	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1461	1.5	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	155	1.6	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	648	1.5	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	1091	1.5	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	118	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	566	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	298	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	584	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	724	.9	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	1658	.9	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1461	.9	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	766	.9	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	1091	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.6	.0	.0	.0	.0	.0	.0	.3	.0
2. NW	261.	.5	.0	.0	.0	.0	.0	.0	.2	.0
3. SW	82.	.6	.0	.0	.0	.0	.0	.0	.0	.3
4. NE	262.	.6	.0	.0	.0	.0	.0	.0	.2	.0
5. ES mdblk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	98.	.5	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	82.	.6	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.5	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	352.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.3	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	7.	.3	.0	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	661	1.5	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	686	1.0	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	.9	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	626	1.5	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	644	1.0	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	224	1.6	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	.9	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	233	.9	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	34	1.3	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	.9	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	18	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	661	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	686	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	850	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	644	.9	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	.9	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	233	.9	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	52	.9	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.3	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.3	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	352.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.3	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.3	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.3	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	15	1.3	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	307	.9	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	330	1.6	.0	10.0
D. Fillmore SBA	-2	150	-2	0	AG	558	1.5	.0	10.0
E. Fillmore SBD	-2	0	-2	-150	AG	538	1.0	.0	10.0
F. Fillmore SBL	-2	150	0	0	AG	6	1.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	695	1.5	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	191	.9	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	292	1.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	193	1.3	.0	10.0
K. Airport WBD	0	2	-150	2	AG	1055	1.5	.0	10.0
L. Airport WBL	150	2	0	0	AG	2	1.6	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	345	.9	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	307	.9	.0	10.0
O. Fillmor SBAX	-2	750	-2	150	AG	564	.9	.0	10.0
P. Fillmor SBDX	-2	-150	-2	-750	AG	538	.9	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	987	.9	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	191	.9	.0	10.0
S. Airport WBAX	750	2	150	2	AG	195	.9	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	1055	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.4	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	278.	.4	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	262.	.5	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	100.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	80.	.4	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	267.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	175.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	5.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	5.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	0	-150	0	0	AG	0	.9	.0	10.0
B. Avenue 5 NBD	0	0	0	150	AG	0	.9	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	.9	.0	10.0
D. Avenue 5 SBA	0	150	0	0	AG	0	.9	.0	10.0
E. Avenue 5 SBD	0	0	0	-150	AG	0	.9	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. I-10 Eas EBA	-150	0	0	0	AG	0	.9	.0	10.0
H. I-10 Eas EBD	0	0	150	0	AG	0	.9	.0	10.0
I. I-10 Eas EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	.9	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	0	.9	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	.9	.0	10.0
M. Avenue NBAX	0	-750	0	-150	AG	0	.9	.0	10.0
N. Avenue NBDX	0	150	0	750	AG	0	.9	.0	10.0
O. Avenue SBAX	0	750	0	150	AG	0	.9	.0	10.0
P. Avenue SBDX	0	-150	0	-750	AG	0	.9	.0	10.0
Q. I-10 Ea EBAX	-750	0	-150	0	AG	0	.9	.0	10.0
R. I-10 Ea EBDX	150	0	750	0	AG	0	.9	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	.9	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	0	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-7	1.8
2. NW	-7	7	1.8
3. SW	-7	-7	1.8
4. NE	7	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	0.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	4	-150	4	0	AG	5	1.2	.0	11.8
B. Avenue 5 NBD	4	0	4	150	AG	0	.9	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	9	1.6	.0	10.0
D. Avenue 5 SBA	-4	150	-4	0	AG	0	.9	.0	11.8
E. Avenue 5 SBD	-4	0	-4	-150	AG	4	.9	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	311	1.6	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	314	1.1	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	322	1.6	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	331	1.1	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	2	1.6	.0	10.0
M. Avenue NBAX	4	-750	4	-150	AG	14	.9	.0	11.8
N. Avenue NBDX	4	150	4	750	AG	0	.9	.0	10.0
O. Avenue SBAX	-4	750	-4	150	AG	0	.9	.0	11.8
P. Avenue SBDX	-4	-150	-4	-750	AG	4	.9	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	311	.9	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	314	.9	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	324	.9	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	331	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	11	-8	1.8
2. NW	-11	8	1.8
3. SW	-10	-8	1.8
4. NE	10	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	11	-150	1.8
10. NW mdblk	-11	150	1.8
11. SW mdblk	-10	-150	1.8
12. NE mdblk	10	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	11	-600	1.8
18. NW blk	-11	600	1.8
19. SW blk	-10	-600	1.8
20. NE blk	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.1	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	97.	.1	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	277.	.1	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	97.	.1	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	350.	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	10.	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	182.	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	356.	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	4.	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	181.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	2	-150	2	0	AG	1322	1.6	.0	10.0
B. Avenue 5 NBD	2	0	2	150	AG	12	.9	.0	10.0
C. Avenue 5 NBL	2	-150	0	0	AG	0	.9	.0	10.0
D. Avenue 5 SBA	-2	150	-2	0	AG	29	1.2	.0	10.0
E. Avenue 5 SBD	-2	0	-2	-150	AG	623	1.0	.0	10.0
F. Avenue 5 SBL	-2	150	0	0	AG	1	1.6	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	.9	.0	10.0
H. Street C EBD	0	0	150	0	AG	1311	1.6	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. Street C WBA	150	4	0	4	AG	0	.9	.0	10.0
K. Street C WBD	0	4	-150	4	AG	0	.9	.0	10.0
L. Street C WBL	150	5	0	0	AG	594	1.6	.0	10.0
M. Avenue NBAX	2	-750	2	-150	AG	1322	.9	.0	10.0
N. Avenue NBDX	2	150	2	750	AG	12	.9	.0	10.0
O. Avenue SBAX	-2	750	-2	150	AG	30	.9	.0	10.0
P. Avenue SBDX	-2	-150	-2	-750	AG	623	.9	.0	10.0
Q. Street EBAX	-750	0	-150	0	AG	0	.9	.0	10.0
R. Street EBDX	150	0	750	0	AG	1311	.9	.0	10.0
S. Street WBAX	750	4	150	4	AG	594	.9	.0	10.0
T. Street WBDX	-150	4	-750	4	AG	0	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	10	1.8
3. SW	-8	-7	1.8
4. NE	8	10	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	10	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	10	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	10	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	10	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	81.	.4	.0	.0	.0	.0	.0	.0	.0	.3
2. NW	98.	.3	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	83.	.6	.1	.0	.0	.0	.0	.0	.0	.3
4. NE	187.	.5	.3	.0	.0	.0	.0	.0	.0	.1
5. ES mdblk	280.	.4	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	93.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	89.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	259.	.4	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	351.	.4	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	177.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	12.	.3	.2	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	181.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	0	-150	0	0	AG	330	1.6	.0	10.0
B. Pierce S NBD	0	0	0	150	AG	0	.9	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	328	1.6	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	.9	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	1065	1.6	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	1573	1.6	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1344	1.2	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	0	.9	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	525	1.4	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	853	1.1	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	506	1.6	.0	10.0
M. Pierce NBAX	0	-750	0	-150	AG	658	.9	.0	10.0
N. Pierce NBDX	0	150	0	750	AG	0	.9	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	.9	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	1065	.9	.0	10.0
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	1573	.9	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1344	.9	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	1031	.9	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	853	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	7	-8	1.8
2. NW	-7	8	1.8
3. SW	-7	-8	1.8
4. NE	7	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	7	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	7	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	7	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.6	.0	.0	.0	.0	.1	.0	.3	.0
2. NW	173.	.6	.0	.0	.0	.0	.2	.0	.1	.0
3. SW	82.	.6	.0	.0	.0	.0	.1	.0	.0	.2
4. NE	187.	.6	.0	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	276.	.4	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	98.	.4	.0	.0	.0	.0	.0	.0	.2	.0
7. WS mdblk	83.	.5	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	262.	.5	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	351.	.5	.0	.0	.1	.0	.2	.0	.0	.0
10. NW mdblk	179.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.4	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	181.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	535	1.4	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	593	.9	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	17	1.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	938	1.6	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	1098	1.2	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.9	.0	10.0
G. 53rd Ave EBA	-150	0	0	0	AG	169	1.5	.0	10.0
H. 53rd Ave EBD	0	0	150	0	AG	0	.9	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	58	1.6	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	.9	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	26	1.0	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	.9	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	552	.9	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	593	.9	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	938	.9	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	1098	.9	.0	10.0
Q. 53rd Av EBAX	-750	0	-150	0	AG	227	.9	.0	10.0
R. 53rd Av EBDX	150	0	750	0	AG	0	.9	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	.9	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	26	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-7	1.8
2. NW	-8	7	1.8
3. SW	-8	-7	1.8
4. NE	8	7	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	7	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.3	.1	.0	.0	.0	.1	.0	.0	.0
2. NW	173.	.3	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.2	.0	.0	.0	.0
4. NE	187.	.3	.1	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.3	.1	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	174.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	7.	.3	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.3	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	604	1.5	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	613	1.0	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	4	1.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	1112	1.6	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	1111	1.5	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	2	1.6	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	6	1.3	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	5	.9	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	12	1.6	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	.9	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	11	.9	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	.9	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	608	.9	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	613	.9	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	1114	.9	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	1111	.9	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	18	.9	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	5	.9	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	.9	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	11	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.3	.1	.0	.0	.0	.1	.0	.0	.0
2. NW	172.	.3	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	172.	.3	.0	.0	.0	.0	.2	.0	.0	.0
4. NE	188.	.3	.1	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	127.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	233.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.3	.1	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	173.	.4	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	7.	.4	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.3	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2030wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	2	-150	2	0	AG	500	1.4	.0	10.0
B. Pierce S NBD	2	0	2	150	AG	586	1.0	.0	10.0
C. Pierce S NBL	2	-150	0	0	AG	18	1.6	.0	10.0
D. Pierce S SBA	-2	150	-2	0	AG	707	1.6	.0	10.0
E. Pierce S SBD	-2	0	-2	-150	AG	715	1.2	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	198	1.6	.0	10.0
G. Airport EBA	-150	-2	0	-2	AG	72	1.3	.0	10.0
H. Airport EBD	0	-2	150	-2	AG	254	.9	.0	10.0
I. Airport EBL	-150	-2	0	0	AG	42	1.6	.0	10.0
J. Airport WBA	150	2	0	2	AG	109	1.3	.0	10.0
K. Airport WBD	0	2	-150	2	AG	130	.9	.0	10.0
L. Airport WBL	150	2	0	0	AG	39	1.6	.0	10.0
M. Pierce NBAX	2	-750	2	-150	AG	518	.9	.0	10.0
N. Pierce NBDX	2	150	2	750	AG	586	.9	.0	10.0
O. Pierce SBAX	-2	750	-2	150	AG	905	.9	.0	10.0
P. Pierce SBDX	-2	-150	-2	-750	AG	715	.9	.0	10.0
Q. Airport EBAX	-750	-2	-150	-2	AG	114	.9	.0	10.0
R. Airport EBDX	150	-2	750	-2	AG	254	.9	.0	10.0
S. Airport WBAX	750	2	150	2	AG	148	.9	.0	10.0
T. Airport WBDX	-150	2	-750	2	AG	130	.9	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2030wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-8	1.8
2. NW	-8	8	1.8
3. SW	-8	-8	1.8
4. NE	8	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-8	150	1.8
11. SW mdblk	-8	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	8	-600	1.8
18. NW blk	-8	600	1.8
19. SW blk	-8	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2030wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.3	.0	.0	.0	.1	.0	.0	.0	.0
2. NW	8.	.3	.0	.0	.0	.2	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	352.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	277.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	6.	.3	.0	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	187.	.3	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	94.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2030wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

FUTURE YEAR (2035) WITHOUT PROJECT SCENARIO

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	9	-150	9	0	AG	378	1.3	.0	13.5
B. Polk Str NBD	9	0	9	150	AG	1487	1.4	.0	10.0
C. Polk Str NBL	5	-150	0	0	AG	269	1.4	.0	10.0
D. Polk Str SBA	-14	150	-14	0	AG	1245	1.4	.0	17.0
E. Polk Str SBD	-14	0	-14	-150	AG	856	.9	.0	13.5
F. Polk Str SBL	-9	150	0	0	AG	1159	1.4	.0	10.0
G. 50th Ave EBA	-150	-14	0	-14	AG	870	1.1	.0	17.0
H. 50th Ave EBD	0	-14	150	-14	AG	1956	.9	.0	13.5
I. 50th Ave EBL	-150	-9	0	0	AG	723	1.4	.0	10.0
J. 50th Ave WBA	150	14	0	14	AG	1206	1.2	.0	17.0
K. 50th Ave WBD	0	14	-150	14	AG	1785	.9	.0	13.5
L. 50th Ave WBL	150	9	0	0	AG	234	1.4	.0	10.0
M. Polk St NBAX	9	-750	9	-150	AG	647	.8	.0	13.5
N. Polk St NBDX	9	150	9	750	AG	1487	.8	.0	10.0
O. Polk St SBAX	-14	750	-14	150	AG	2404	.8	.0	17.0
P. Polk St SBDX	-14	-150	-14	-750	AG	856	.8	.0	13.5
Q. 50th Av EBAX	-750	-14	-150	-14	AG	1593	.8	.0	17.0
R. 50th Av EBDX	150	-14	750	-14	AG	1956	.8	.0	13.5
S. 50th Av WBAX	750	14	150	14	AG	1440	.8	.0	17.0
T. 50th Av WBDX	-150	14	-750	14	AG	1785	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-22	1.8
2. NW	-24	22	1.8
3. SW	-22	-24	1.8
4. NE	15	24	1.8
5. ES mdblk	150	-22	1.8
6. WN mdblk	-150	22	1.8
7. WS mdblk	-150	-24	1.8
8. EN mdblk	150	24	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-24	150	1.8
11. SW mdblk	-22	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-22	1.8
14. WN blk	-600	22	1.8
15. WS blk	-600	-24	1.8
16. EN blk	600	24	1.8
17. SE blk	17	-600	1.8
18. NW blk	-24	600	1.8
19. SW blk	-22	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	350.	.5	.0	.2	.0	.0	.0	.0	.0	.1
2. NW	99.	.5	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	9.	.5	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	259.	.5	.0	.1	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.4	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	98.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	78.	.3	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	165.	.4	.0	.0	.0	.2	.0	.1	.0	.0
11. SW mdblk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	192.	.5	.0	.3	.0	.0	.0	.0	.0	.0
13. ES blk	278.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	82.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.3	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	188.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	9	-150	9	0	AG	2882	1.4	.0	13.5
B. Fillmore NBD	9	0	9	150	AG	1562	1.4	.0	10.0
C. Fillmore NBL	5	-150	0	0	AG	168	1.4	.0	10.0
D. Fillmore SBA	-9	150	-9	0	AG	747	1.4	.0	13.5
E. Fillmore SBD	-9	0	-9	-150	AG	2395	1.4	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	68	1.4	.0	10.0
G. 50th Ave EBA	-150	-11	0	-11	AG	189	1.1	.0	17.0
H. 50th Ave EBD	0	-11	150	-11	AG	1590	.9	.0	13.5
I. 50th Ave EBL	-150	-5	0	0	AG	26	1.4	.0	10.0
J. 50th Ave WBA	150	14	0	14	AG	171	1.1	.0	17.0
K. 50th Ave WBD	0	14	-150	14	AG	185	.8	.0	13.5
L. 50th Ave WBL	150	9	0	0	AG	1481	1.4	.0	10.0
M. Fillmor NBAX	9	-750	9	-150	AG	3050	.8	.0	13.5
N. Fillmor NBDX	9	150	9	750	AG	1562	.8	.0	10.0
O. Fillmor SBAX	-9	750	-9	150	AG	815	.8	.0	13.5
P. Fillmor SBDX	-9	-150	-9	-750	AG	2395	.8	.0	10.0
Q. 50th Av EBAX	-750	-11	-150	-11	AG	215	.8	.0	17.0
R. 50th Av EBDX	150	-11	750	-11	AG	1590	.8	.0	13.5
S. 50th Av WBAX	750	14	150	14	AG	1652	.8	.0	17.0
T. 50th Av WBDX	-150	14	-750	14	AG	185	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: 2035nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-19	1.8
2. NW	-17	22	1.8
3. SW	-15	-21	1.8
4. NE	15	24	1.8
5. ES mdblk	150	-19	1.8
6. WN mdblk	-150	22	1.8
7. WS mdblk	-150	-21	1.8
8. EN mdblk	150	24	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-19	1.8
14. WN blk	-600	22	1.8
15. WS blk	-600	-21	1.8
16. EN blk	600	24	1.8
17. SE blk	17	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	190.	.6	.5	.0	.0	.0	.0	.0	.0	.0
2. NW	170.	.5	.1	.0	.0	.0	.2	.0	.0	.0
3. SW	79.	.6	.1	.0	.0	.0	.2	.0	.0	.1
4. NE	188.	.7	.3	.1	.0	.0	.0	.0	.0	.0
5. ES mdblk	282.	.3	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	250.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	350.	.6	.5	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.4	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	12.	.7	.1	.0	.0	.0	.4	.0	.0	.0
12. NE mdblk	186.	.5	.0	.3	.0	.0	.0	.0	.0	.0
13. ES blk	278.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	88.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	262.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	352.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	8.	.4	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	9	-150	9	0	AG	324	1.4	.0	13.5
B. Fillmore NBD	9	0	9	150	AG	489	.9	.0	10.0
C. Fillmore NBL	5	-150	0	0	AG	413	1.4	.0	10.0
D. Fillmore SBA	-9	150	-9	0	AG	610	1.4	.0	13.5
E. Fillmore SBD	-9	0	-9	-150	AG	896	1.3	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	97	1.4	.0	10.0
G. 52nd Ave EBA	-150	-14	0	-14	AG	703	1.1	.0	17.0
H. 52nd Ave EBD	0	-14	150	-14	AG	528	.8	.0	13.5
I. 52nd Ave EBL	-150	-9	0	0	AG	256	1.4	.0	10.0
J. 52nd Ave WBA	150	11	0	11	AG	70	1.1	.0	17.0
K. 52nd Ave WBD	0	11	-150	11	AG	586	.8	.0	13.5
L. 52nd Ave WBL	150	5	0	0	AG	26	1.4	.0	10.0
M. Fillmor NBAX	9	-750	9	-150	AG	737	.8	.0	13.5
N. Fillmor NBDX	9	150	9	750	AG	489	.8	.0	10.0
O. Fillmor SBAX	-9	750	-9	150	AG	707	.8	.0	13.5
P. Fillmor SBDX	-9	-150	-9	-750	AG	896	.8	.0	10.0
Q. 52nd Av EBAX	-750	-14	-150	-14	AG	959	.8	.0	17.0
R. 52nd Av EBDX	150	-14	750	-14	AG	528	.8	.0	13.5
S. 52nd Av WBAX	750	11	150	11	AG	96	.8	.0	17.0
T. 52nd Av WBDX	-150	11	-750	11	AG	586	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-22	1.8
2. NW	-17	19	1.8
3. SW	-15	-24	1.8
4. NE	15	21	1.8
5. ES mdblk	150	-22	1.8
6. WN mdblk	-150	19	1.8
7. WS mdblk	-150	-24	1.8
8. EN mdblk	150	21	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-22	1.8
14. WN blk	-600	19	1.8
15. WS blk	-600	-24	1.8
16. EN blk	600	21	1.8
17. SE blk	17	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	170.	.3	.0	.0	.0	.0	.1	.0	.0	.0
3. SW	8.	.3	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	189.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	103.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	80.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	263.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	349.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	8.	.3	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	98.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	5	-150	5	0	AG	723	1.2	.0	13.5
B. Fillmore NBD	5	0	5	150	AG	806	.8	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	.8	.0	10.0
D. Fillmore SBA	-7	150	-7	0	AG	685	1.2	.0	10.0
E. Fillmore SBD	-7	0	-7	-150	AG	734	.8	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	302	1.4	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	.8	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	309	1.0	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	.8	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	90	1.4	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	.8	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	49	1.4	.0	10.0
M. Fillmor NBAX	5	-750	5	-150	AG	723	.8	.0	13.5
N. Fillmor NBDX	5	150	5	750	AG	806	.8	.0	10.0
O. Fillmor SBAX	-7	750	-7	150	AG	987	.8	.0	10.0
P. Fillmor SBDX	-7	-150	-7	-750	AG	734	.8	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	.8	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	309	.8	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	139	.8	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-8	1.8
2. NW	-14	8	1.8
3. SW	-14	-8	1.8
4. NE	12	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-14	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-14	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	350.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	260.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	39	1.4	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	355	1.0	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	425	1.4	.0	10.0
D. Fillmore SBA	-9	150	-9	0	AG	632	1.4	.0	13.5
E. Fillmore SBD	-9	0	-9	-150	AG	734	1.0	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	12	1.4	.0	10.0
G. Airport EBA	-150	-9	0	-9	AG	834	1.2	.0	13.5
H. Airport EBD	0	-9	150	-9	AG	186	.8	.0	10.0
I. Airport EBL	-150	-5	0	0	AG	313	1.4	.0	10.0
J. Airport WBA	150	9	0	9	AG	245	1.1	.0	13.5
K. Airport WBD	0	9	-150	9	AG	1233	.9	.0	10.0
L. Airport WBL	150	5	0	0	AG	8	1.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	464	.8	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	355	.8	.0	10.0
O. Fillmor SBAX	-9	750	-9	150	AG	644	.8	.0	13.5
P. Fillmor SBDX	-9	-150	-9	-750	AG	734	.8	.0	10.0
Q. Airport EBAX	-750	-9	-150	-9	AG	1147	.8	.0	13.5
R. Airport EBDX	150	-9	750	-9	AG	186	.8	.0	10.0
S. Airport WBAX	750	9	150	9	AG	253	.8	.0	13.5
T. Airport WBDX	-150	9	-750	9	AG	1233	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-15	1.8
2. NW	-17	15	1.8
3. SW	-15	-17	1.8
4. NE	8	17	1.8
5. ES mdblk	150	-15	1.8
6. WN mdblk	-150	15	1.8
7. WS mdblk	-150	-17	1.8
8. EN mdblk	150	17	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-15	1.8
14. WN blk	-600	15	1.8
15. WS blk	-600	-17	1.8
16. EN blk	600	17	1.8
17. SE blk	8	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.3	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	171.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	260.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	103.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	77.	.2	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	265.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	82.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	5	-150	5	0	AG	2287	1.4	.0	13.5
B. Avenue 5 NBD	5	0	5	150	AG	2741	1.1	.0	11.8
C. Avenue 5 NBL	2	-150	0	0	AG	0	.8	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	1080	1.2	.0	13.5
E. Avenue 5 SBD	-5	0	-5	-150	AG	1096	.8	.0	11.8
F. Avenue 5 SBL	-2	150	0	0	AG	0	.8	.0	10.0
G. I-10 Eas EBA	-150	-7	0	-7	AG	165	1.4	.0	10.0
H. I-10 Eas EBD	0	-7	150	-7	AG	187	.9	.0	10.0
I. I-10 Eas EBL	-150	-5	0	0	AG	641	1.4	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	.8	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	149	.9	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	.8	.0	10.0
M. Avenue NBAX	5	-750	5	-150	AG	2287	.8	.0	13.5
N. Avenue NBDX	5	150	5	750	AG	2741	.8	.0	11.8
O. Avenue SBAX	-5	750	-5	150	AG	1080	.8	.0	13.5
P. Avenue SBDX	-5	-150	-5	-750	AG	1096	.8	.0	11.8
Q. I-10 Ea EBAX	-750	-7	-150	-7	AG	806	.8	.0	10.0
R. I-10 Ea EBDX	150	-7	750	-7	AG	187	.8	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	.8	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	149	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-14	1.8
2. NW	-14	7	1.8
3. SW	-13	-14	1.8
4. NE	13	7	1.8
5. ES mdblk	150	-14	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-14	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-13	-150	1.8
12. NE mdblk	13	150	1.8
13. ES blk	600	-14	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-14	1.8
16. EN blk	600	7	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-13	-600	1.8
20. NE blk	13	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	351.	.5	.0	.3	.0	.0	.0	.0	.0	.0
2. NW	170.	.4	.1	.0	.0	.0	.1	.0	.0	.0
3. SW	8.	.4	.0	.1	.0	.1	.0	.0	.0	.0
4. NE	187.	.5	.4	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	273.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	100.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	78.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	267.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.5	.4	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.4	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	8.	.3	.1	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	188.	.5	.0	.4	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	267.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.3	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.4	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	14	-150	14	0	AG	1510	1.2	.0	17.0
B. Avenue 5 NBD	14	0	14	150	AG	2288	.9	.0	13.5
C. Avenue 5 NBL	9	-150	0	0	AG	3	1.4	.0	10.0
D. Avenue 5 SBA	-14	150	-14	0	AG	682	1.1	.0	17.0
E. Avenue 5 SBD	-14	0	-14	-150	AG	823	.8	.0	13.5
F. Avenue 5 SBL	-9	150	0	0	AG	415	1.4	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	48	1.4	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	516	1.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	239	1.4	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	627	1.4	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	36	.9	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	139	1.4	.0	10.0
M. Avenue NBAX	14	-750	14	-150	AG	1513	.8	.0	17.0
N. Avenue NBDX	14	150	14	750	AG	2288	.8	.0	13.5
O. Avenue SBAX	-14	750	-14	150	AG	1097	.8	.0	17.0
P. Avenue SBDX	-14	-150	-14	-750	AG	823	.8	.0	13.5
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	287	.8	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	516	.8	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	766	.8	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	36	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	24	-8	1.8
2. NW	-24	8	1.8
3. SW	-22	-8	1.8
4. NE	22	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	24	-150	1.8
10. NW mdblk	-24	150	1.8
11. SW mdblk	-22	-150	1.8
12. NE mdblk	22	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	24	-600	1.8
18. NW blk	-24	600	1.8
19. SW blk	-22	-600	1.8
20. NE blk	22	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	350.	.4	.0	.2	.0	.0	.0	.0	.0	.0
2. NW	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	187.	.4	.2	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	93.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	86.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.3	.2	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	167.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	9.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.3	.0	.2	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	172.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	8.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	7	-150	7	0	AG	1563	1.2	.0	17.0
B. Avenue 5 NBD	7	0	7	150	AG	1513	.9	.0	13.5
C. Avenue 5 NBL	2	-150	0	0	AG	0	.8	.0	10.0
D. Avenue 5 SBA	-12	150	-12	0	AG	813	1.1	.0	13.5
E. Avenue 5 SBD	-12	0	-12	-150	AG	815	.8	.0	13.5
F. Avenue 5 SBL	-9	150	0	0	AG	10	1.4	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	.8	.0	10.0
H. Street C EBD	0	0	150	0	AG	61	.9	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	.8	.0	10.0
J. Street C WBA	150	2	0	2	AG	1	1.4	.0	10.0
K. Street C WBD	0	2	-150	2	AG	0	.8	.0	10.0
L. Street C WBL	150	2	0	0	AG	2	1.4	.0	10.0
M. Avenue NBAX	7	-750	7	-150	AG	1563	.8	.0	17.0
N. Avenue NBDX	7	150	7	750	AG	1513	.8	.0	13.5
O. Avenue SBAX	-12	750	-12	150	AG	823	.8	.0	13.5
P. Avenue SBDX	-12	-150	-12	-750	AG	815	.8	.0	13.5
Q. Street EBAX	-750	0	-150	0	AG	0	.8	.0	10.0
R. Street EBDX	150	0	750	0	AG	61	.8	.0	10.0
S. Street WBAX	750	2	150	2	AG	3	.8	.0	10.0
T. Street WBDX	-150	2	-750	2	AG	0	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: La Entrada Specific Plan
RUN: 2035nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-7	1.8
2. NW	-21	8	1.8
3. SW	-21	-7	1.8
4. NE	15	8	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-21	150	1.8
11. SW mdblk	-21	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	8	1.8
17. SE blk	17	-600	1.8
18. NW blk	-21	600	1.8
19. SW blk	-21	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.3	.2	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	8.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	187.	.3	.2	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	338.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	158.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	23.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	260.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.3	.2	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	8.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.3	.0	.2	.0	.0	.0	.0	.0	.0
13. ES blk	273.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	93.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	92.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	5	-150	5	0	AG	706	1.4	.0	10.0
B. Pierce S NBD	5	0	5	150	AG	0	.8	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	164	1.4	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	.8	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	1138	1.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.8	.0	10.0
G. 52nd Ave EBA	-150	-7	0	-7	AG	657	1.1	.0	17.0
H. 52nd Ave EBD	0	-7	150	-7	AG	801	.8	.0	13.5
I. 52nd Ave EBL	-150	-2	0	0	AG	0	.8	.0	10.0
J. 52nd Ave WBA	150	12	0	12	AG	15	1.1	.0	13.5
K. 52nd Ave WBD	0	12	-150	12	AG	179	.8	.0	13.5
L. 52nd Ave WBL	150	9	0	0	AG	576	1.4	.0	10.0
M. Pierce NBAX	5	-750	5	-150	AG	870	.8	.0	10.0
N. Pierce NBDX	5	150	5	750	AG	0	.8	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	.8	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	1138	.8	.0	10.0
Q. 52nd Av EBAX	-750	-7	-150	-7	AG	657	.8	.0	17.0
R. 52nd Av EBDX	150	-7	750	-7	AG	801	.8	.0	13.5
S. 52nd Av WBAX	750	12	150	12	AG	591	.8	.0	13.5
T. 52nd Av WBDX	-150	12	-750	12	AG	179	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	12	-15	1.8
2. NW	-7	21	1.8
3. SW	-7	-17	1.8
4. NE	12	21	1.8
5. ES mdblk	150	-15	1.8
6. WN mdblk	-150	21	1.8
7. WS mdblk	-150	-17	1.8
8. EN mdblk	150	21	1.8
9. SE mdblk	12	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-15	1.8
14. WN blk	-600	21	1.8
15. WS blk	-600	-17	1.8
16. EN blk	600	21	1.8
17. SE blk	12	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	189.	.3	.1	.0	.0	.0	.1	.0	.0	.0
2. NW	174.	.3	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	171.	.4	.0	.0	.0	.0	.2	.0	.0	.0
4. NE	187.	.3	.1	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	254.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	348.	.3	.1	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	178.	.1	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	12.	.4	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	182.	.1	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.1	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	262.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	7	-150	7	0	AG	484	1.1	.0	10.0
B. Pierce S NBD	7	0	7	150	AG	529	.8	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	100	1.4	.0	10.0
D. Pierce S SBA	-5	150	-5	0	AG	944	1.2	.0	13.5
E. Pierce S SBD	-5	0	-5	-150	AG	1194	.9	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.8	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	276	1.4	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	0	.8	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	45	1.4	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	.8	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	126	.9	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	.8	.0	10.0
M. Pierce NBAX	7	-750	7	-150	AG	584	.8	.0	10.0
N. Pierce NBDX	7	150	7	750	AG	529	.8	.0	10.0
O. Pierce SBAX	-5	750	-5	150	AG	944	.8	.0	13.5
P. Pierce SBDX	-5	-150	-5	-750	AG	1194	.8	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	321	.8	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	0	.8	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	.8	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	126	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-8	1.8
2. NW	-14	7	1.8
3. SW	-12	-8	1.8
4. NE	14	7	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	14	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	7	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	14	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	172.	.2	.0	.0	.0	.0	.1	.0	.0	.0
3. SW	6.	.3	.0	.0	.0	.2	.0	.0	.0	.0
4. NE	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	100.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	7.	.2	.0	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	9	-150	9	0	AG	607	1.2	.0	13.5
B. Pierce S NBD	9	0	9	150	AG	657	.8	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	12	1.4	.0	10.0
D. Pierce S SBA	-9	150	-9	0	AG	1238	1.3	.0	13.5
E. Pierce S SBD	-9	0	-9	-150	AG	1260	.9	.0	10.0
F. Pierce S SBL	-5	150	0	0	AG	2	1.4	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	44	1.4	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	6	.9	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	53	1.4	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	.8	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	33	.9	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	.8	.0	10.0
M. Pierce NBAX	9	-750	9	-150	AG	619	.8	.0	13.5
N. Pierce NBDX	9	150	9	750	AG	657	.8	.0	10.0
O. Pierce SBAX	-9	750	-9	150	AG	1240	.8	.0	13.5
P. Pierce SBDX	-9	-150	-9	-750	AG	1260	.8	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	97	.8	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	6	.8	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	.8	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	33	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-8	1.8
2. NW	-17	8	1.8
3. SW	-15	-8	1.8
4. NE	15	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	17	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.3	.0	.0	.0	.2	.0	.0	.0	.0
3. SW	6.	.3	.0	.0	.0	.2	.0	.0	.0	.0
4. NE	187.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	7.	.2	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	189.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	5	-150	5	0	AG	469	1.2	.0	10.0
B. Pierce S NBD	5	0	5	150	AG	617	.9	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	18	1.4	.0	10.0
D. Pierce S SBA	-9	150	-9	0	AG	722	1.2	.0	13.5
E. Pierce S SBD	-9	0	-9	-150	AG	709	.8	.0	10.0
F. Pierce S SBL	-5	150	0	0	AG	224	1.4	.0	10.0
G. Airport EBA	-150	-5	0	-5	AG	64	1.4	.0	10.0
H. Airport EBD	0	-5	150	-5	AG	274	.9	.0	10.0
I. Airport EBL	-150	-5	0	0	AG	53	1.4	.0	10.0
J. Airport WBA	150	5	0	5	AG	158	1.4	.0	10.0
K. Airport WBD	0	5	-150	5	AG	161	.9	.0	10.0
L. Airport WBL	150	5	0	0	AG	53	1.4	.0	10.0
M. Pierce NBAX	5	-750	5	-150	AG	487	.8	.0	10.0
N. Pierce NBDX	5	150	5	750	AG	617	.8	.0	10.0
O. Pierce SBAX	-9	750	-9	150	AG	946	.8	.0	13.5
P. Pierce SBDX	-9	-150	-9	-750	AG	709	.8	.0	10.0
Q. Airport EBAX	-750	-5	-150	-5	AG	117	.8	.0	10.0
R. Airport EBDX	150	-5	750	-5	AG	274	.8	.0	10.0
S. Airport WBAX	750	5	150	5	AG	211	.8	.0	10.0
T. Airport WBDX	-150	5	-750	5	AG	161	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	12	-12	1.8
2. NW	-17	12	1.8
3. SW	-15	-12	1.8
4. NE	12	12	1.8
5. ES mdblk	150	-12	1.8
6. WN mdblk	-150	12	1.8
7. WS mdblk	-150	-12	1.8
8. EN mdblk	150	12	1.8
9. SE mdblk	12	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-12	1.8
14. WN blk	-600	12	1.8
15. WS blk	-600	-12	1.8
16. EN blk	600	12	1.8
17. SE blk	12	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	351.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	351.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	278.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	263.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	171.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.1	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035nP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

LA ENTRADA SPECIFIC PLAN

AIR QUALITY CO HOT SPOT ANALYSIS

CALINE4 MODEL PRINTOUTS

FUTURE YEAR (2035) WITH TOTAL PROJECT SCENARIO

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Polk Str NBA	9	-150	9	0	AG	391	1.3	.0	13.5
B. Polk Str NBD	9	0	9	150	AG	1720	1.4	.0	10.0
C. Polk Str NBL	5	-150	0	0	AG	269	1.4	.0	10.0
D. Polk Str SBA	-14	150	-14	0	AG	1245	1.4	.0	17.0
E. Polk Str SBD	-14	0	-14	-150	AG	865	.9	.0	13.5
F. Polk Str SBL	-9	150	0	0	AG	1486	1.4	.0	10.0
G. 50th Ave EBA	-150	-14	0	-14	AG	1232	1.2	.0	17.0
H. 50th Ave EBD	0	-14	150	-14	AG	2658	1.0	.0	13.5
I. 50th Ave EBL	-150	-9	0	0	AG	723	1.4	.0	10.0
J. 50th Ave WBA	150	14	0	14	AG	1697	1.2	.0	17.0
K. 50th Ave WBD	0	14	-150	14	AG	2043	.9	.0	13.5
L. 50th Ave WBL	150	9	0	0	AG	243	1.4	.0	10.0
M. Polk St NBAX	9	-750	9	-150	AG	660	.8	.0	13.5
N. Polk St NBDX	9	150	9	750	AG	1720	.8	.0	10.0
O. Polk St SBAX	-14	750	-14	150	AG	2731	.8	.0	17.0
P. Polk St SBDX	-14	-150	-14	-750	AG	865	.8	.0	13.5
Q. 50th Av EBAX	-750	-14	-150	-14	AG	1955	.8	.0	17.0
R. 50th Av EBDX	150	-14	750	-14	AG	2658	.8	.0	13.5
S. 50th Av WBAX	750	14	150	14	AG	1940	.8	.0	17.0
T. 50th Av WBDX	-150	14	-750	14	AG	2043	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-22	1.8
2. NW	-24	22	1.8
3. SW	-22	-24	1.8
4. NE	15	24	1.8
5. ES mdblk	150	-22	1.8
6. WN mdblk	-150	22	1.8
7. WS mdblk	-150	-24	1.8
8. EN mdblk	150	24	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-24	150	1.8
11. SW mdblk	-22	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-22	1.8
14. WN blk	-600	22	1.8
15. WS blk	-600	-24	1.8
16. EN blk	600	24	1.8
17. SE blk	17	-600	1.8
18. NW blk	-24	600	1.8
19. SW blk	-22	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	350.	.7	.0	.2	.0	.0	.0	.0	.0	.2
2. NW	99.	.6	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	9.	.5	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	257.	.6	.0	.2	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.5	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	98.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	79.	.4	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.3	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	164.	.5	.0	.0	.0	.2	.0	.1	.0	.0
11. SW mdblk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	192.	.5	.0	.3	.0	.0	.0	.0	.0	.0
13. ES blk	278.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	82.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	188.	.4	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-01 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	9	-150	9	0	AG	3327	1.4	.0	13.5
B. Fillmore NBD	9	0	9	150	AG	1562	1.4	.0	10.0
C. Fillmore NBL	5	-150	0	0	AG	168	1.4	.0	10.0
D. Fillmore SBA	-9	150	-9	0	AG	747	1.4	.0	13.5
E. Fillmore SBD	-9	0	-9	-150	AG	2712	1.4	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	68	1.4	.0	10.0
G. 50th Ave EBA	-150	-11	0	-11	AG	891	1.1	.0	17.0
H. 50th Ave EBD	0	-11	150	-11	AG	2737	1.1	.0	13.5
I. 50th Ave EBL	-150	-5	0	0	AG	26	1.4	.0	10.0
J. 50th Ave WBA	150	14	0	14	AG	671	1.1	.0	17.0
K. 50th Ave WBD	0	14	-150	14	AG	685	.8	.0	13.5
L. 50th Ave WBL	150	9	0	0	AG	1798	1.4	.0	10.0
M. Fillmor NBAX	9	-750	9	-150	AG	3495	.8	.0	13.5
N. Fillmor NBDX	9	150	9	750	AG	1562	.8	.0	10.0
O. Fillmor SBAX	-9	750	-9	150	AG	815	.8	.0	13.5
P. Fillmor SBDX	-9	-150	-9	-750	AG	2712	.8	.0	10.0
Q. 50th Av EBAX	-750	-11	-150	-11	AG	917	.8	.0	17.0
R. 50th Av EBDX	150	-11	750	-11	AG	2737	.8	.0	13.5
S. 50th Av WBAX	750	14	150	14	AG	2469	.8	.0	17.0
T. 50th Av WBDX	-150	14	-750	14	AG	685	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-19	1.8
2. NW	-17	22	1.8
3. SW	-15	-21	1.8
4. NE	15	24	1.8
5. ES mdblk	150	-19	1.8
6. WN mdblk	-150	22	1.8
7. WS mdblk	-150	-21	1.8
8. EN mdblk	150	24	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-19	1.8
14. WN blk	-600	22	1.8
15. WS blk	-600	-21	1.8
16. EN blk	600	24	1.8
17. SE blk	17	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	346.	.8	.2	.2	.0	.0	.0	.0	.0	.2
2. NW	170.	.6	.1	.0	.0	.0	.3	.0	.0	.0
3. SW	79.	.8	.1	.0	.0	.0	.2	.0	.0	.2
4. NE	188.	.8	.3	.1	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.5	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	98.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.4	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	250.	.4	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	350.	.7	.5	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.4	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	13.	.7	.2	.0	.0	.0	.5	.0	.0	.0
12. NE mdblk	186.	.5	.0	.3	.0	.0	.0	.0	.0	.0
13. ES blk	278.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	352.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	8.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-02 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	9	-150	9	0	AG	372	1.2	.0	13.5
B. Fillmore NBD	9	0	9	150	AG	511	.9	.0	10.0
C. Fillmore NBL	5	-150	0	0	AG	413	1.4	.0	10.0
D. Fillmore SBA	-9	150	-9	0	AG	626	1.3	.0	13.5
E. Fillmore SBD	-9	0	-9	-150	AG	931	.9	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	97	1.4	.0	10.0
G. 52nd Ave EBA	-150	-14	0	-14	AG	1371	1.3	.0	17.0
H. 52nd Ave EBD	0	-14	150	-14	AG	1222	.9	.0	13.5
I. 52nd Ave EBL	-150	-9	0	0	AG	256	1.4	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	545	1.3	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	1061	1.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	45	1.4	.0	10.0
M. Fillmor NBAX	9	-750	9	-150	AG	785	.8	.0	13.5
N. Fillmor NBDX	9	150	9	750	AG	511	.8	.0	10.0
O. Fillmor SBAX	-9	750	-9	150	AG	723	.8	.0	13.5
P. Fillmor SBDX	-9	-150	-9	-750	AG	931	.8	.0	10.0
Q. 52nd Av EBAX	-750	-14	-150	-14	AG	1627	.8	.0	17.0
R. 52nd Av EBDX	150	-14	750	-14	AG	1222	.8	.0	13.5
S. 52nd Av WBAX	750	2	150	2	AG	590	.8	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	1061	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-22	1.8
2. NW	-17	8	1.8
3. SW	-15	-24	1.8
4. NE	15	8	1.8
5. ES mdblk	150	-22	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-24	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-22	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-24	1.8
16. EN blk	600	8	1.8
17. SE blk	17	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	.4	.0	.0	.0	.0	.0	.0	.2	.0
2. NW	170.	.4	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	262.	.4	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	99.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	80.	.3	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	350.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	7.	.2	.0	.0	.0	.0	.1	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.3	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-03 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	5	-150	5	0	AG	775	1.2	.0	13.5
B. Fillmore NBD	5	0	5	150	AG	854	.8	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	0	.8	.0	10.0
D. Fillmore SBA	-7	150	-7	0	AG	719	1.2	.0	10.0
E. Fillmore SBD	-7	0	-7	-150	AG	771	.8	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	302	1.4	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	0	.8	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	313	1.0	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	0	.8	.0	10.0
J. 53rd Ave WBA	150	2	0	2	AG	90	1.4	.0	10.0
K. 53rd Ave WBD	0	2	-150	2	AG	0	.8	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	52	1.4	.0	10.0
M. Fillmor NBAX	5	-750	5	-150	AG	775	.8	.0	13.5
N. Fillmor NBDX	5	150	5	750	AG	854	.8	.0	10.0
O. Fillmor SBAX	-7	750	-7	150	AG	1021	.8	.0	10.0
P. Fillmor SBDX	-7	-150	-7	-750	AG	771	.8	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	0	.8	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	313	.8	.0	10.0
S. 53rd Av WBAX	750	2	150	2	AG	142	.8	.0	10.0
T. 53rd Av WBDX	-150	2	-750	2	AG	0	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-8	1.8
2. NW	-14	8	1.8
3. SW	-14	-8	1.8
4. NE	12	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-14	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-14	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	350.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	186.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	280.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	87.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	260.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.3	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	89.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	88.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-04 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Fillmore NBA	2	-150	2	0	AG	39	1.4	.0	10.0
B. Fillmore NBD	2	0	2	150	AG	355	1.0	.0	10.0
C. Fillmore NBL	2	-150	0	0	AG	425	1.4	.0	10.0
D. Fillmore SBA	-9	150	-9	0	AG	632	1.4	.0	13.5
E. Fillmore SBD	-9	0	-9	-150	AG	734	1.0	.0	10.0
F. Fillmore SBL	-5	150	0	0	AG	12	1.4	.0	10.0
G. Airport EBA	-150	-9	0	-9	AG	882	1.2	.0	13.5
H. Airport EBD	0	-9	150	-9	AG	234	.8	.0	10.0
I. Airport EBL	-150	-5	0	0	AG	313	1.4	.0	10.0
J. Airport WBA	150	9	0	9	AG	279	1.1	.0	13.5
K. Airport WBD	0	9	-150	9	AG	1267	.9	.0	10.0
L. Airport WBL	150	5	0	0	AG	8	1.4	.0	10.0
M. Fillmor NBAX	2	-750	2	-150	AG	464	.8	.0	10.0
N. Fillmor NBDX	2	150	2	750	AG	355	.8	.0	10.0
O. Fillmor SBAX	-9	750	-9	150	AG	644	.8	.0	13.5
P. Fillmor SBDX	-9	-150	-9	-750	AG	734	.8	.0	10.0
Q. Airport EBAX	-750	-9	-150	-9	AG	1195	.8	.0	13.5
R. Airport EBDX	150	-9	750	-9	AG	234	.8	.0	10.0
S. Airport WBAX	750	9	150	9	AG	287	.8	.0	13.5
T. Airport WBDX	-150	9	-750	9	AG	1267	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	8	-15	1.8
2. NW	-17	15	1.8
3. SW	-15	-17	1.8
4. NE	8	17	1.8
5. ES mdblk	150	-15	1.8
6. WN mdblk	-150	15	1.8
7. WS mdblk	-150	-17	1.8
8. EN mdblk	150	17	1.8
9. SE mdblk	8	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	8	150	1.8
13. ES blk	600	-15	1.8
14. WN blk	-600	15	1.8
15. WS blk	-600	-17	1.8
16. EN blk	600	17	1.8
17. SE blk	8	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.3	.0	.0	.0	.0	.0	.0	.1	.0
2. NW	171.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	7.	.3	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	260.	.3	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	103.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	77.	.3	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	351.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	175.	.1	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.1	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-05 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	5	-150	5	0	AG	3781	1.4	.0	13.5
B. Avenue 5 NBD	5	0	5	150	AG	4049	1.1	.0	11.8
C. Avenue 5 NBL	2	-150	0	0	AG	0	.8	.0	10.0
D. Avenue 5 SBA	-5	150	-5	0	AG	1822	1.3	.0	13.5
E. Avenue 5 SBD	-5	0	-5	-150	AG	3195	1.1	.0	11.8
F. Avenue 5 SBL	-2	150	0	0	AG	0	.8	.0	10.0
G. I-10 Eas EBA	-150	-7	0	-7	AG	1522	1.4	.0	10.0
H. I-10 Eas EBD	0	-7	150	-7	AG	373	1.0	.0	10.0
I. I-10 Eas EBL	-150	-5	0	0	AG	641	1.4	.0	10.0
J. I-10 Eas WBA	150	0	0	0	AG	0	.8	.0	10.0
K. I-10 Eas WBD	0	0	-150	0	AG	149	.9	.0	10.0
L. I-10 Eas WBL	150	2	0	0	AG	0	.8	.0	10.0
M. Avenue NBAX	5	-750	5	-150	AG	3781	.8	.0	13.5
N. Avenue NBDX	5	150	5	750	AG	4049	.8	.0	11.8
O. Avenue SBAX	-5	750	-5	150	AG	1822	.8	.0	13.5
P. Avenue SBDX	-5	-150	-5	-750	AG	3195	.8	.0	11.8
Q. I-10 Ea EBAX	-750	-7	-150	-7	AG	2163	.8	.0	10.0
R. I-10 Ea EBDX	150	-7	750	-7	AG	373	.8	.0	10.0
S. I-10 Ea WBAX	750	0	150	0	AG	0	.8	.0	10.0
T. I-10 Ea WBDX	-150	0	-750	0	AG	149	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-14	1.8
2. NW	-14	7	1.8
3. SW	-13	-14	1.8
4. NE	13	7	1.8
5. ES mdblk	150	-14	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-14	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-13	-150	1.8
12. NE mdblk	13	150	1.8
13. ES blk	600	-14	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-14	1.8
16. EN blk	600	7	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-13	-600	1.8
20. NE blk	13	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	190.	.8	.6	.0	.0	.0	.1	.0	.0	.0
2. NW	170.	.8	.2	.0	.0	.0	.3	.0	.0	.0
3. SW	9.	.8	.0	.2	.0	.2	.0	.0	.1	.0
4. NE	188.	.8	.6	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	273.	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	103.	.3	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	79.	.5	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	266.	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	351.	.9	.6	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	172.	.6	.0	.1	.0	.3	.0	.0	.0	.0
11. SW mdblk	9.	.7	.2	.0	.0	.0	.4	.0	.0	.0
12. NE mdblk	188.	.8	.0	.5	.0	.1	.0	.0	.0	.0
13. ES blk	273.	.1	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	352.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.6	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-06 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.4	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	14	-150	14	0	AG	2268	1.4	.0	17.0
B. Avenue 5 NBD	14	0	14	150	AG	3754	1.1	.0	13.5
C. Avenue 5 NBL	9	-150	0	0	AG	252	1.4	.0	10.0
D. Avenue 5 SBA	-14	150	-14	0	AG	1548	1.2	.0	17.0
E. Avenue 5 SBD	-14	0	-14	-150	AG	1773	.9	.0	13.5
F. Avenue 5 SBL	-9	150	0	0	AG	1475	1.4	.0	10.0
G. 52nd Ave EBA	-150	-2	0	-2	AG	302	1.4	.0	10.0
H. 52nd Ave EBD	0	-2	150	-2	AG	1921	1.4	.0	10.0
I. 52nd Ave EBL	-150	-2	0	0	AG	489	1.4	.0	10.0
J. 52nd Ave WBA	150	2	0	2	AG	1416	1.4	.0	10.0
K. 52nd Ave WBD	0	2	-150	2	AG	652	1.4	.0	10.0
L. 52nd Ave WBL	150	2	0	0	AG	350	1.4	.0	10.0
M. Avenue NBAX	14	-750	14	-150	AG	2520	.8	.0	17.0
N. Avenue NBDX	14	150	14	750	AG	3754	.8	.0	13.5
O. Avenue SBAX	-14	750	-14	150	AG	3023	.8	.0	17.0
P. Avenue SBDX	-14	-150	-14	-750	AG	1773	.8	.0	13.5
Q. 52nd Av EBAX	-750	-2	-150	-2	AG	791	.8	.0	10.0
R. 52nd Av EBDX	150	-2	750	-2	AG	1921	.8	.0	10.0
S. 52nd Av WBAX	750	2	150	2	AG	1766	.8	.0	10.0
T. 52nd Av WBDX	-150	2	-750	2	AG	652	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	24	-8	1.8
2. NW	-24	8	1.8
3. SW	-22	-8	1.8
4. NE	22	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	24	-150	1.8
10. NW mdblk	-24	150	1.8
11. SW mdblk	-22	-150	1.8
12. NE mdblk	22	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	24	-600	1.8
18. NW blk	-24	600	1.8
19. SW blk	-22	-600	1.8
20. NE blk	22	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	345.	.9	.0	.3	.0	.0	.0	.0	.0	.2
2. NW	97.	.8	.0	.0	.0	.1	.0	.0	.0	.2
3. SW	83.	.7	.0	.0	.0	.0	.0	.0	.0	.2
4. NE	188.	.8	.4	.0	.0	.0	.0	.0	.0	.1
5. ES mdblk	280.	.7	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	95.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	261.	.7	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	352.	.6	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	166.	.5	.0	.0	.0	.2	.0	.1	.0	.0
11. SW mdblk	9.	.5	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	190.	.7	.0	.5	.0	.0	.0	.0	.0	.0
13. ES blk	277.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	172.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.4	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	188.	.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-07 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Avenue 5 NBA	7	-150	7	0	AG	2710	1.4	.0	17.0
B. Avenue 5 NBD	7	0	7	150	AG	2481	1.0	.0	13.5
C. Avenue 5 NBL	2	-150	0	0	AG	0	.8	.0	10.0
D. Avenue 5 SBA	-12	150	-12	0	AG	1388	1.2	.0	13.5
E. Avenue 5 SBD	-12	0	-12	-150	AG	1632	.9	.0	13.5
F. Avenue 5 SBL	-9	150	0	0	AG	237	1.4	.0	10.0
G. Street C EBA	-150	0	0	0	AG	0	.8	.0	10.0
H. Street C EBD	0	0	150	0	AG	628	1.4	.0	10.0
I. Street C EBL	-150	-2	0	0	AG	0	.8	.0	10.0
J. Street C WBA	150	2	0	2	AG	162	1.4	.0	10.0
K. Street C WBD	0	2	-150	2	AG	0	.8	.0	10.0
L. Street C WBL	150	2	0	0	AG	244	1.4	.0	10.0
M. Avenue NBAX	7	-750	7	-150	AG	2710	.8	.0	17.0
N. Avenue NBDX	7	150	7	750	AG	2481	.8	.0	13.5
O. Avenue SBAX	-12	750	-12	150	AG	1625	.8	.0	13.5
P. Avenue SBDX	-12	-150	-12	-750	AG	1632	.8	.0	13.5
Q. Street EBAX	-750	0	-150	0	AG	0	.8	.0	10.0
R. Street EBDX	150	0	750	0	AG	628	.8	.0	10.0
S. Street WBAX	750	2	150	2	AG	406	.8	.0	10.0
T. Street WBDX	-150	2	-750	2	AG	0	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-7	1.8
2. NW	-21	8	1.8
3. SW	-21	-7	1.8
4. NE	15	8	1.8
5. ES mdblk	150	-7	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-7	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-21	150	1.8
11. SW mdblk	-21	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-7	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-7	1.8
16. EN blk	600	8	1.8
17. SE blk	17	-600	1.8
18. NW blk	-21	600	1.8
19. SW blk	-21	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	189.	.5	.4	.0	.0	.0	.0	.0	.0	.0
2. NW	170.	.3	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	85.	.4	.1	.0	.0	.0	.0	.0	.0	.0
4. NE	187.	.6	.4	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	279.	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	92.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	89.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	260.	.3	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	352.	.5	.4	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	171.	.4	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	10.	.4	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	188.	.5	.0	.3	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.2	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	91.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	90.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	172.	.3	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	8.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.4	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-08 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	5	-150	5	0	AG	963	1.4	.0	10.0
B. Pierce S NBD	5	0	5	150	AG	0	.8	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	164	1.4	.0	10.0
D. Pierce S SBA	0	150	0	0	AG	0	.8	.0	10.0
E. Pierce S SBD	0	0	0	-150	AG	1321	1.4	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.8	.0	10.0
G. 52nd Ave EBA	-150	-7	0	-7	AG	1351	1.2	.0	17.0
H. 52nd Ave EBD	0	-7	150	-7	AG	1752	.9	.0	13.5
I. 52nd Ave EBL	-150	-2	0	0	AG	0	.8	.0	10.0
J. 52nd Ave WBA	150	12	0	12	AG	509	1.1	.0	13.5
K. 52nd Ave WBD	0	12	-150	12	AG	673	.8	.0	13.5
L. 52nd Ave WBL	150	9	0	0	AG	759	1.4	.0	10.0
M. Pierce NBAX	5	-750	5	-150	AG	1127	.8	.0	10.0
N. Pierce NBDX	5	150	5	750	AG	0	.8	.0	10.0
O. Pierce SBAX	0	750	0	150	AG	0	.8	.0	10.0
P. Pierce SBDX	0	-150	0	-750	AG	1321	.8	.0	10.0
Q. 52nd Av EBAX	-750	-7	-150	-7	AG	1351	.8	.0	17.0
R. 52nd Av EBDX	150	-7	750	-7	AG	1752	.8	.0	13.5
S. 52nd Av WBAX	750	12	150	12	AG	1268	.8	.0	13.5
T. 52nd Av WBDX	-150	12	-750	12	AG	673	.8	.0	13.5

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	12	-15	1.8
2. NW	-7	21	1.8
3. SW	-7	-17	1.8
4. NE	12	21	1.8
5. ES mdblk	150	-15	1.8
6. WN mdblk	-150	21	1.8
7. WS mdblk	-150	-17	1.8
8. EN mdblk	150	21	1.8
9. SE mdblk	12	-150	1.8
10. NW mdblk	-7	150	1.8
11. SW mdblk	-7	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-15	1.8
14. WN blk	-600	21	1.8
15. WS blk	-600	-17	1.8
16. EN blk	600	21	1.8
17. SE blk	12	-600	1.8
18. NW blk	-7	600	1.8
19. SW blk	-7	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.4	.0	.0	.0	.0	.0	.0	.2	.0
2. NW	174.	.4	.0	.0	.0	.0	.2	.0	.0	.0
3. SW	79.	.5	.0	.0	.0	.0	.1	.0	.0	.2
4. NE	187.	.5	.1	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	278.	.3	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	98.	.2	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.3	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	257.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	348.	.4	.2	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	178.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	12.	.4	.1	.0	.0	.0	.3	.0	.0	.0
12. NE mdblk	182.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.2	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	262.	.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.3	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-09 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
17. SE blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	7	-150	7	0	AG	698	1.2	.0	10.0
B. Pierce S NBD	7	0	7	150	AG	747	.8	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	100	1.4	.0	10.0
D. Pierce S SBA	-5	150	-5	0	AG	1099	1.2	.0	13.5
E. Pierce S SBD	-5	0	-5	-150	AG	1346	.9	.0	10.0
F. Pierce S SBL	-2	150	0	0	AG	0	.8	.0	10.0
G. 53rd Ave EBA	-150	-2	0	-2	AG	276	1.4	.0	10.0
H. 53rd Ave EBD	0	-2	150	-2	AG	0	.8	.0	10.0
I. 53rd Ave EBL	-150	-2	0	0	AG	49	1.4	.0	10.0
J. 53rd Ave WBA	150	0	0	0	AG	0	.8	.0	10.0
K. 53rd Ave WBD	0	0	-150	0	AG	129	.9	.0	10.0
L. 53rd Ave WBL	150	2	0	0	AG	0	.8	.0	10.0
M. Pierce NBAX	7	-750	7	-150	AG	798	.8	.0	10.0
N. Pierce NBDX	7	150	7	750	AG	747	.8	.0	10.0
O. Pierce SBAX	-5	750	-5	150	AG	1099	.8	.0	13.5
P. Pierce SBDX	-5	-150	-5	-750	AG	1346	.8	.0	10.0
Q. 53rd Av EBAX	-750	-2	-150	-2	AG	325	.8	.0	10.0
R. 53rd Av EBDX	150	-2	750	-2	AG	0	.8	.0	10.0
S. 53rd Av WBAX	750	0	150	0	AG	0	.8	.0	10.0
T. 53rd Av WBDX	-150	0	-750	0	AG	129	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	14	-8	1.8
2. NW	-14	7	1.8
3. SW	-12	-8	1.8
4. NE	14	7	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	7	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	7	1.8
9. SE mdblk	14	-150	1.8
10. NW mdblk	-14	150	1.8
11. SW mdblk	-12	-150	1.8
12. NE mdblk	14	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	7	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	7	1.8
17. SE blk	14	-600	1.8
18. NW blk	-14	600	1.8
19. SW blk	-12	-600	1.8
20. NE blk	14	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.2	.1	.0	.0	.0	.0	.0	.0	.0
2. NW	171.	.3	.0	.0	.0	.0	.1	.0	.0	.0
3. SW	6.	.3	.0	.0	.0	.2	.0	.0	.0	.0
4. NE	188.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	271.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	100.	.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	81.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.3	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	173.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	7.	.3	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	85.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	269.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-10 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	9	-150	9	0	AG	738	1.2	.0	13.5
B. Pierce S NBD	9	0	9	150	AG	871	.8	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	12	1.4	.0	10.0
D. Pierce S SBA	-9	150	-9	0	AG	1390	1.3	.0	13.5
E. Pierce S SBD	-9	0	-9	-150	AG	1353	.9	.0	10.0
F. Pierce S SBL	-5	150	0	0	AG	2	1.4	.0	10.0
G. 54th Ave EBA	-150	-2	0	-2	AG	44	1.4	.0	10.0
H. 54th Ave EBD	0	-2	150	-2	AG	6	.9	.0	10.0
I. 54th Ave EBL	-150	-2	0	0	AG	136	1.4	.0	10.0
J. 54th Ave WBA	150	2	0	2	AG	0	.8	.0	10.0
K. 54th Ave WBD	0	2	-150	2	AG	92	.9	.0	10.0
L. 54th Ave WBL	150	2	0	0	AG	0	.8	.0	10.0
M. Pierce NBAX	9	-750	9	-150	AG	750	.8	.0	13.5
N. Pierce NBDX	9	150	9	750	AG	871	.8	.0	10.0
O. Pierce SBAX	-9	750	-9	150	AG	1392	.8	.0	13.5
P. Pierce SBDX	-9	-150	-9	-750	AG	1353	.8	.0	10.0
Q. 54th Av EBAX	-750	-2	-150	-2	AG	180	.8	.0	10.0
R. 54th Av EBDX	150	-2	750	-2	AG	6	.8	.0	10.0
S. 54th Av WBAX	750	2	150	2	AG	0	.8	.0	10.0
T. 54th Av WBDX	-150	2	-750	2	AG	92	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	17	-8	1.8
2. NW	-17	8	1.8
3. SW	-15	-8	1.8
4. NE	15	8	1.8
5. ES mdblk	150	-8	1.8
6. WN mdblk	-150	8	1.8
7. WS mdblk	-150	-8	1.8
8. EN mdblk	150	8	1.8
9. SE mdblk	17	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	15	150	1.8
13. ES blk	600	-8	1.8
14. WN blk	-600	8	1.8
15. WS blk	-600	-8	1.8
16. EN blk	600	8	1.8
17. SE blk	17	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	15	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	188.	.2	.1	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.3	.0	.0	.0	.2	.0	.0	.0	.0
3. SW	6.	.3	.0	.0	.0	.2	.0	.0	.0	.0
4. NE	187.	.2	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	99.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	80.	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	268.	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.2	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.3	.0	.0	.0	.2	.0	.0	.0	.0
11. SW mdblk	7.	.3	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	189.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	272.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	270.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-11 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: La Entrada Specific Plan
RUN: 2035wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	152. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Pierce S NBA	5	-150	5	0	AG	504	1.2	.0	10.0
B. Pierce S NBD	5	0	5	150	AG	700	.9	.0	10.0
C. Pierce S NBL	5	-150	0	0	AG	18	1.4	.0	10.0
D. Pierce S SBA	-9	150	-9	0	AG	781	1.2	.0	13.5
E. Pierce S SBD	-9	0	-9	-150	AG	734	.8	.0	10.0
F. Pierce S SBL	-5	150	0	0	AG	224	1.4	.0	10.0
G. Airport EBA	-150	-5	0	-5	AG	64	1.4	.0	10.0
H. Airport EBD	0	-5	150	-5	AG	274	.9	.0	10.0
I. Airport EBL	-150	-5	0	0	AG	101	1.4	.0	10.0
J. Airport WBA	150	5	0	5	AG	158	1.4	.0	10.0
K. Airport WBD	0	5	-150	5	AG	195	.9	.0	10.0
L. Airport WBL	150	5	0	0	AG	53	1.4	.0	10.0
M. Pierce NBAX	5	-750	5	-150	AG	522	.8	.0	10.0
N. Pierce NBDX	5	150	5	750	AG	700	.8	.0	10.0
O. Pierce SBAX	-9	750	-9	150	AG	1005	.8	.0	13.5
P. Pierce SBDX	-9	-150	-9	-750	AG	734	.8	.0	10.0
Q. Airport EBAX	-750	-5	-150	-5	AG	165	.8	.0	10.0
R. Airport EBDX	150	-5	750	-5	AG	274	.8	.0	10.0
S. Airport WBAX	750	5	150	5	AG	211	.8	.0	10.0
T. Airport WBDX	-150	5	-750	5	AG	195	.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: La Entrada Specific Plan
RUN: 2035wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE	12	-12	1.8
2. NW	-17	12	1.8
3. SW	-15	-12	1.8
4. NE	12	12	1.8
5. ES mdblk	150	-12	1.8
6. WN mdblk	-150	12	1.8
7. WS mdblk	-150	-12	1.8
8. EN mdblk	150	12	1.8
9. SE mdblk	12	-150	1.8
10. NW mdblk	-17	150	1.8
11. SW mdblk	-15	-150	1.8
12. NE mdblk	12	150	1.8
13. ES blk	600	-12	1.8
14. WN blk	-600	12	1.8
15. WS blk	-600	-12	1.8
16. EN blk	600	12	1.8
17. SE blk	12	-600	1.8
18. NW blk	-17	600	1.8
19. SW blk	-15	-600	1.8
20. NE blk	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: La Entrada Specific Plan
RUN: 2035wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.2	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	8.	.2	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	7.	.2	.0	.0	.0	.1	.0	.0	.0	.0
4. NE	351.	.2	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	278.	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.1	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	263.	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.2	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	171.	.2	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	188.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	95.	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	265.	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.1	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: La Entrada Specific Plan
RUN: 2035wP-12 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0