Addendum to the Canyon View High School Environmental Impact Report (State Clearinghouse No. 2001102057) Inspire Charter School Project

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
AFY	Acre feet per year
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BCAQMD	Butte County Air Quality Management District
BMP	Best management practice
BRCP	Butte Regional Conservation Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFD	Chico Fire Department
CPD	Chico Police Department
CSU	California State University
CUSD	Chico Unified School District
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
GHG	Greenhouse gas
GSF	Gross square feet
HCP	Habitat Conservation Plan
IS	Initial Study
HM	Habitat Management
LOS	Level of service
MGD	Million gallons per day
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NPDES	National Pollution Discharge Elimination System
RTP	Regional Transportation Plan
SB	Senate Bill
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SF	Square feet
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Program
TAC	Toxic Air Contaminant
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle miles travelled

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1 Introduction

The Chico Unified School District (CUSD or District) is proposing to construct a charter high school within the footprint of an approved comprehensive high school to be located at 1050 Fremont Street in the City of Chico (City), California. The Inspire School of Arts & Sciences (Inspire Charter School or proposed revised project) is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15367, CUSD is the lead agency with principal responsibility for carrying out the proposed revised project. This introduction will include background information and an overview of the proposed revised project.

1.1 Project Overview and Background

The proposed revised project is part of a high school development project (Canyon View High School) that was previously analyzed in an Environmental Impact Report (EIR). CUSD released a Notice of Preparation on October 10, 2001 for the Canyon View High School Project EIR, which assumed a new school in the City that would serve 1,600-2,000 students in grades 9 through 12 and would employ 100-120 staff members. A Draft EIR was released on June 13, 2002 for a 45-day agency and public comment period. The CUSD Board of Education adopted a Statement of Overriding Considerations (SOC) for the significant and unavoidable impacts from the project and the Final EIR was certified on August 7, 2002. An Addendum to the EIR (2014 Addendum) was prepared to address updated regulatory permitting and compliance documents from the U.S. Army Corps of Engineers (USACE) and U.S. Fish and Wildlife Service (USFWS). The 2014 Addendum document should be reviewed in conjunction with the Canyon View High School Project Draft EIR and Final EIR (which constitute the "EIR" for the project).

CUSD has established, in its Facilities Master Plan, the need for a future comprehensive high school to accommodate new students moving to the area. The Inspire Charter School is a proposed 480-student charter high school for students in grades 9 through 12 that would be located within the approved Canyon View High School project footprint. The Inspire Charter School is currently housed in a temporary location on the Chico High School campus and would be permanently established at 1050 Fremont Street as part of the proposed revised project. The EIR referred to the 50-acre project site as "Site 10," located at the northwestern corner of Bruce Road and Raley Boulevard. The proposed revised project would be built on 7 acres of the 50-acre site and would include classrooms, administrative buildings, on-site parking, and an amphitheater, among other extracurricular and support buildings. An approximately 4.5-acre portion of the 7-acre project site was designated for hardcourt (e.g., basketball courts, tennis courts) play areas in the EIR. The remainder of Site 10 would be dedicated for the future Canyon View High School including classroom and administrative buildings, ball fields, basketball courts, a football stadium, and on-site parking. Construction of Canyon View High School would occur when the CUSD enrollment projects its need.

This document has been prepared as an Addendum to the Canyon View High School Project EIR (EIR or prior EIR) as the Inspire Charter School was not explicitly addressed within the EIR. This Addendum to the EIR will address the proposed Inspire Charter School and confirm CEQA compliance for the additions to the project description of the Canyon View High School Project.

1.2 California Environmental Quality Act Compliance

CEQA, a statewide environmental law described in Public Resources Code Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

Sections 15162 and 15164 of the CEQA guidelines discuss a lead agency's responsibilities in handling new information that was not included in a project's final EIR.

Section 15162 of the CEQA Guidelines provides the following:

1. When an EIR has been certified or a negative declaration for a project has been prepared, no subsequent EIR or negative declaration shall be prepared for that project unless the District determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
    a. Substantial changes are proposed in the project which will require major revisions of the EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
    b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
    c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete or the negative declaration was adopted, shows any of the following:
        (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
        (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
        (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
        (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

i. If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Section 15164 of the CEQA Guidelines provides the following:

1. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
2. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
3. The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
4. A brief explanation of the decisions not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's finding on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The environmental analysis in this Addendum examines: (1) whether the revisions to the description of the Canyon View High School project could trigger any new significant impacts that were not previously identified in the Canyon View High School Project EIR; and (2) whether there are any substantial increases in the severity of previously identified effects. The proposed revised project changes are consistent with the approved land uses and would not increase the area of project disturbance or "project footprint." Because the proposed revised project changes are consistent with the land uses adopted in the Canyon View High School project, and applicable ordinances and development standards, it was determined that the prior EIR is adequate and that a Subsequent EIR or Negative Declaration would not be required for modifications to the project. The information contained within this Addendum is provided as a disclosure document, consistent with Section 15164 of the CEQA Guidelines and will provide a basis for CUSD to make an administrative determination that the prior EIR and environmental determinations fully address the proposed revised project changes.

2 Revised Project Description

2.1 Revised Project Location

Regional Location

The proposed Inspire Charter School project site is located in the City of Chico, California in Butte County (see **Figure 1, Project Location**). Butte County (County) is located centrally in northern California, north of the state capitol of Sacramento. The County encompasses the northeastern part of the Sacramento Valley, extending into the northern Sierra Nevada mountain range.

Site Location

The proposed revised project involves the establishment of the Inspire Charter School at its permanent location within the footprint of a future comprehensive high school (Canyon View High School) (see **Figure 2, Project Site** and **Figure 3, Proposed Site Plan**). The proposed revised project site would be located on 7 acres of an approximately 50-acre site at the northwest corner of Bruce Road and Raley Boulevard (Assessor's Parcel Number [APN] 002-190-042). The Inspire Charter School is temporarily housed within the Chico High School site at 901 Esplanade (APN 003-140-002), northeast of the California State University, Chico (CSU, Chico) campus.

2.2 Environmental Setting

Existing conditions specific to the proposed revised project site and the school's current location are discussed below.

Proposed Revised Project Site

The proposed revised project site is located within approximately 50 acres of the existing high school site bounded by Bruce Road to the west, Raley Boulevard to the south, vacant grazing land to the north, and existing commercial and residential development to the west. The project site is undeveloped and consists entirely of grass and non-native plants. Site elevation varies between about 230 and 245 feet above mean sea level (amsl) with a gentle slope to the southwest. Several seasonal drainage swales cross the site in a northeast-southwest direction. The entire project site is zoned Public/Quasi Public Facilities (PQ) and designated Public Facilities and Services (PFS) in the Chico 2030 General Plan (City of Chico 2017).

Existing Temporary Project Site

The Inspire Charter School is currently housed in a temporary location within the Chico High School site. The school currently contains 28 buildings and a grass "quad" within approximately 2 acres of the Chico High School site (see **Figure 4, Demolition Plan**). The existing Inspire Charter School site is bordered to the north and east by existing Chico High School buildings, to the south by tennis courts, to the west by a grass field, and to the northwest by a surface parking lot. The temporary project site is zoned PQ and designated PFS in the Chico 2030 General Plan (City of Chico 2017).

2.3 Proposed Revised Project

The proposed revised project involves the development of a 480-student charter high school on 7 acres of a 50-acre site within the footprint of a future comprehensive high school. The new school facilities would total 35,000-55,000 square feet of building floor space. Proposed revised project elements are discussed below.

Demolition and Relocation

The existing Inspire Charter School currently contains 28 buildings and a grass "quad" within the Chico High School site. A total of 10 modular buildings would be relocated to the proposed revised project site while 18 buildings would be demolished as shown in Table 2.3-1 (see Figure 4, Demolition Plan). The foundations of those buildings relocated to the new project site would be demolished and backfilled. Utilities would be disconnected, capped, and abandoned in place. Approximately 1.3 acres of existing hardscape would be demolished and graded level.

Table 2.3-1: Demolition and Relocation of Existing Buildings

Existing Building[1]	Existing Building Description	Area (SF)	Proposed Action	New Location[2]
IC-1	Admin	1,920 SF	Relocate	A-1
IC-2	Admin	960 SF	Demolish	-
IC-3	Classroom	1,920 SF	Demolish	-
IC-4	Classroom	1,920 SF	Demolish	-
IC-5	Classroom	1,920 SF	Relocate	D-2
IC-6	Classroom	960 SF	Demolish	-
IC-7	Classroom	960 SF	Demolish	-
IC-8	Classroom	960 SF	Demolish	-
IC-9	Classroom	960 SF	Demolish	-
IC-10	Classroom	960 SF	Demolish	-
IC-11	Classroom	960 SF	Demolish	-
IC-12	Classroom	960 SF	Demolish	-
IC-13	Classroom	960 SF	Demolish	-
IC-14	Classroom	960 SF	Demolish	-
IC-15	Classroom	1,920 SF	Relocate	D-1
IC-16	Classroom	960 SF	Demolish	-
IC-17	Classroom	960 SF	Demolish	-
IC-18	Classroom	960 SF	Demolish	-
IC-19	Classroom	960 SF	Demolish	-
IC-20	Classroom	1,920 SF	Relocate	C-1
IC-21	Classroom	1,920 SF	Relocate	C-3
IC-22	Classroom	1,920 SF	Relocate	F-3
IC-23	Classroom	1,920 SF	Relocate	E-5
IC-24	Classroom	960 SF	Relocate	G-2
IC-25	Classroom	960 SF	Relocate	F-2
RR (1)	Toilets	480 SF	Demolish	-
RR (2)	Toilets	480 SF	Demolish	-
RR (3)	Toilets	480 SF	Relocate	F-4

Notes:

[1] As listed on the Existing Site Plan (Figure 4)
[2] As listed on the Proposed Site Plan (Figure 3)
Source: CUSD 2021

New Project Components

The new school facilities (including both new and relocated buildings) would total 56,970 square feet of building floor space. Buildings would include 25 teaching spaces, administrative buildings, a performing arts theater, and other facilities, as shown in Table 2.3-2. The performing arts theater, which would include a café, would be built at a later phase after construction of the other project components (see Figure 3, Proposed Site Plan).

All buildings are designed for one story, with the exception of Unit B, which would be two stories.

Table 2.3-2: Proposed Project Buildings

Building	Building Description	Area (sf or gsf)	Proposed Action
A-1	Admin	1,920 SF	Relocated from Existing
A-2	Admin	960 SF	New
Unit B	Classrooms (10 Teaching Spaces)	9,600 SF	New
C-1	Classroom	1,920 SF	Relocated from Existing
C-2	Classroom	1,920 SF	New
C-3	Classroom (2 Teaching Spaces)	1,920 SF	Relocated from Existing
C-4	Toilets	480 SF	New
D-1	Classroom	1,920 SF	Relocated from Existing
D-2	Classroom	1,920 SF	Relocated from Existing
E-1	Toilets	480 SF	New
E-2	Classroom	960 SF	New
E-3	Classroom	960 SF	New
E-4	Classroom	960 SF	New
E-5	Classroom	960 SF	Relocated from Existing
F-1	Classroom	960 SF	New
F-2	Classroom	960 SF	Relocated from Existing
F-3	Classroom	1,920 SF	Relocated from Existing
F-4	Toilets	480 SF	Relocated from Existing
G-1	Classroom	960 SF	New
G-2	Changing Rooms	960 SF	Relocated from Existing
G-3	Dance Building	2,160 SF	New
Performing Arts Theater	Theater (with Café)	21,690 SF	New (Future Phase)
	Total	**56,970 SF**	

Source: CUSD 2021

To provide adequate parking for daily operations and special events, a total of 180-225 surface parking spaces on two acres would be provided for both staff and students. The charter school may be operated as either an open campus (students allowed to leave the school grounds at lunch) or closed campus (students to remain on school grounds at lunch).

Landscaping and Hardscaping

The proposed revised project site would include grass areas within the interior of the campus, as shown on Figure 3. The parking lot would include grass swales for stormwater quality between parking aisles and shade trees would also be provided. New light fixtures would be installed within the interior of the campus at buildings and along walkways, and at the new parking lot for security and safety.

Utilities

The City would provide sanitary sewer and stormwater drainage service to the project site. Pacific Gas and Electric Company would provide electricity and gas services, California Water Service Company would provide water, and Pacific Bell would provide telephone service. Water would be drained from the site via gutters and downspouts and directed to underground storm drains. The storm drains would direct runoff to a new underground drainage detention basin to be constructed under the two-acre parking lot in conjunction with the proposed revised project. lots.

Access and Circulation

Access to the revised project site would be provided from Fremont Street, which would be extended east along the southern side of the project site (see Figure 3). East of the project site, Fremont Street would also be extended south to connect to Raley Boulevard. Street extensions within the CUSD property would remain private streets.

Construction

Construction of the proposed revised project is expected to begin in 2022 or 2023 and be completed in two years. The project would include use of heavy equipment for demolition, grading, excavation, and construction.

2.4 Revised Project Approvals

CUSD will approve final design and construction of the proposed revised project. No other discretionary approvals would be required prior to implementing the proposed revised project:

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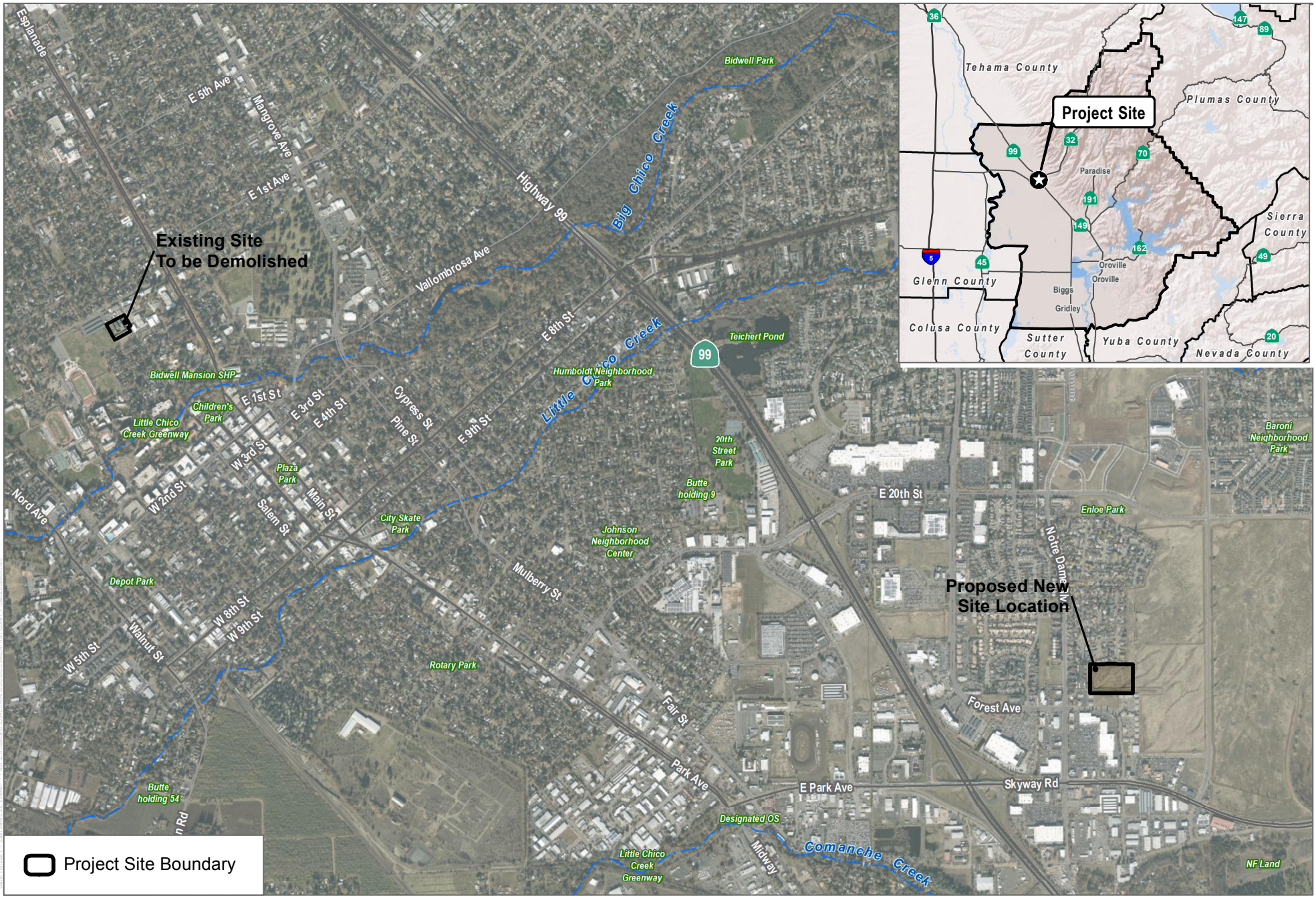

SOURCE: Bing Imagery 2021; Open Street Map 2020; USGS NHD 2020

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Inspire Charter School Project

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SOURCE: Bing Imagery 2021; Open Street Map 2020

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0 200 400 Feet

FIGURE 2

Project Site

Inspire Charter School Project

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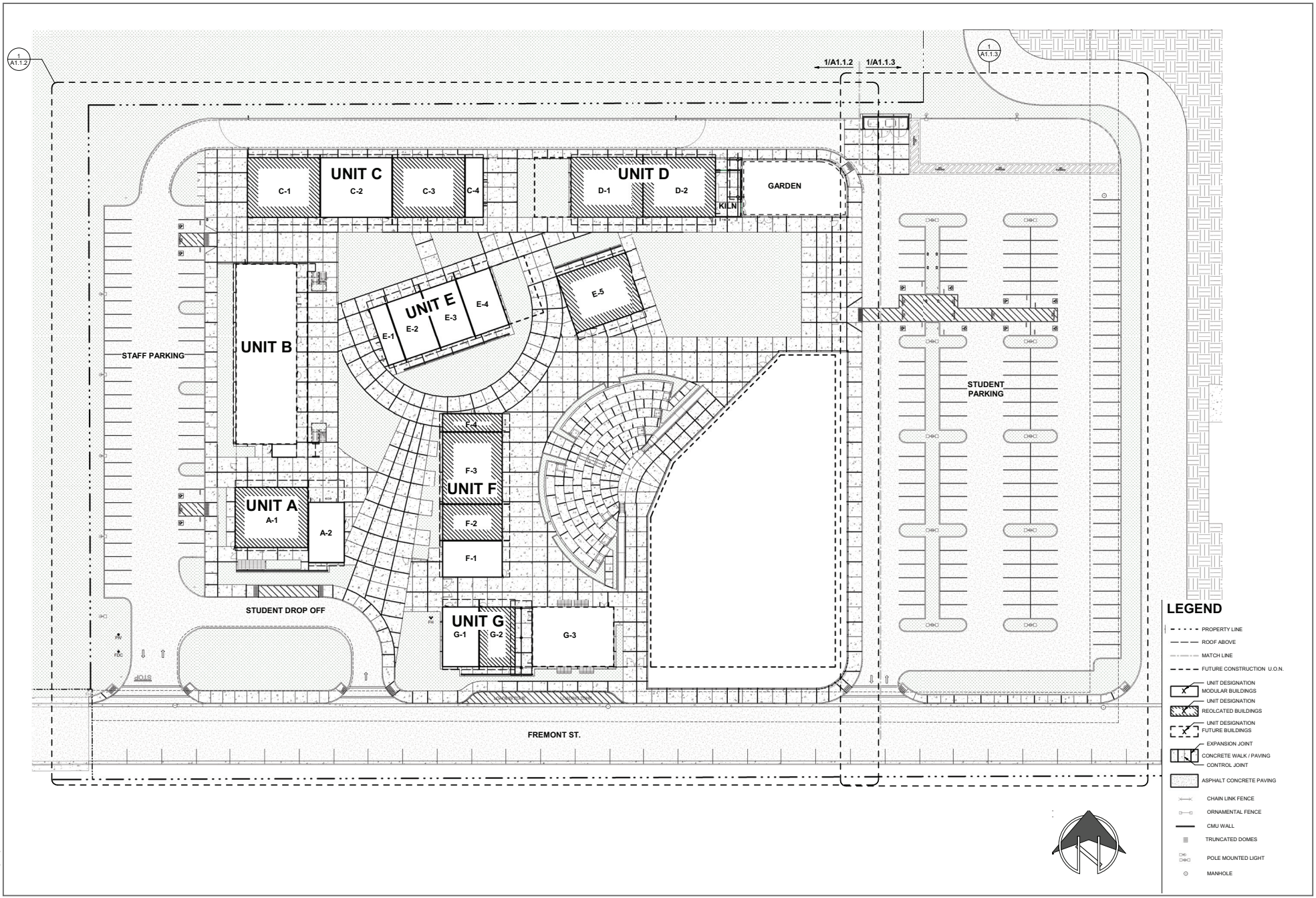

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FIGURE 3

Proposed Site Plan

Inspire Charter School Project

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FIGURE 4

Demolotion Site Plan

Inspire Charter School Project

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3 Initial Study Checklist

1. **Project title:**

   Inspire Charter School Project

2. **Lead agency name and address:**

   Chico Unified School District
   1163 East Seventh St.
   Chico, CA 95928

3. **Contact person and phone number:**

   Julia Kistle
   Director Facilities & Construction
   Chico Unified School District
   (530) 891-3000

4. **Project location:**

   Fremont Street, Chico, CA (see Figure 1)

5. **Project sponsor's name and address:**

   Chico Unified School District
   1163 East Seventh Street
   Chico, CA 95928

6. **General plan designation:**

   Public Facilities and Services (PFS)

7. **Zoning:**

   Public/Quasi Public Facilities (PQ)

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   The project involves the development of a 480-student charter high school within 7 acres of a 50-acre site, within the footprint of a future comprehensive high school. The school facilities would total 35,000-55,000 square feet of building floor space. See Section 2.3, Proposed Revised Project.

9. **Surrounding land uses and setting (Briefly describe the project's surroundings):**

The project site is adjacent to existing residential development on three sides. To the east is a vacant site designated for a future comprehensive high school. See Section 2.1, Project Location.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

N/A

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Assembly Bill (AB) 52 requires lead agencies to complete formal consultations with California Native American tribes prior to the preparation of a CEQA document to identify tribal cultural resources that may be subject to significant impacts by a project. The District has prepared an Addendum to the prior EIR prepared for the Canyon View High School Project, certified in 2002. The preparation of an Addendum does not re-initiate the consultation process. Potential impacts to cultural resources were analyzed in the prior EIR.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

Appendix G of the CEQA Guidelines was updated in March 2010 to include analysis of project greenhouse gas emissions. On September 27, 2016, Appendix G of the CEQA Guidelines was updated to include questions related to impacts to tribal cultural resources in compliance with the passage of Assembly Bill 52. On December 28, 2018, amendments were added to Appendix G to include analysis of energy impacts and wildfire hazard impacts. Impacts related to energy, greenhouse gas emissions, and wildfire hazards were not analyzed in the previous EIR but are included in the following discussion of proposed project impacts.

3.1 Aesthetics

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

The EIR determined that the prior project would have a less-than-significant impact to visual character or quality of the site and its surroundings, and a significant and unavoidable light and glare impact. Scenic vistas and scenic highways were not addressed in detail in the EIR as these topics were evaluated in the scoping Initial Study (IS), incorporated into the EIR, which determined that there would be no impact to scenic vistas or highways.

a) Would the project have a substantial adverse effect on a scenic vista?

The proposed revised project is within the boundaries of Site 10, a 50-acre site that was analyzed in the EIR. The 7-acre portion that contains the project site generally slopes from east to west and consists of vacant grassland. Views from the site include vacant land to the north, south, and east, and one- to two-story residential and commercial development to the west. The EIR states that development of the project site would modify some existing views from the adjacent residential area of the foothills east of Chico but this change would be minor because a solid fence behind the residences already interrupts the view. Additionally, there are no designated scenic vistas in the vicinity of the project site and therefore the prior project would have no impact regarding this criterion. The proposed revised project would not introduce any new components that would substantially impact views of the foothills and is within Site 10 already analyzed within the EIR. Thus, the proposed revised project is consistent with the EIR and would not obstruct or otherwise adversely affect scenic views and would have **no impact** on scenic vistas. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The IS concluded there would be no impacts to scenic resources or historic buildings within a state scenic highway because the area is not visible from a designated state scenic highway. The project site is not located near any state-designated scenic highways (Caltrans 2017). There are no natural scenic resources such as rock outcroppings present on site or in the project area. Therefore, the proposed revised project would have **no impact** on scenic resources within a state scenic highway. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

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

The EIR states that although development of Site 10 for school facilities would result in the conversion of open space to a developed, urban environment, this would be consistent with existing development directly west of the site and, more distantly, to the north and south. The EIR concluded that because the project would not substantially interrupt views of the Chico foothills, and because development of the site does not extend the urban character beyond its current boundary at Bruce Road, this impact would be considered less than significant. The proposed revised project is within the boundaries of Site 10 analyzed within the EIR and would not introduce any new components that would substantially degrade the existing visual character or quality of public views of the site and its surroundings. Thus, impacts would be **less than significant**. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

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

The site currently contains no light sources, but residential areas with night lighting lie directly to the west and, more distantly, to the north and south. The EIR determined that lighting fixtures in proposed parking areas and near school structures would create new sources of light and glare and therefore the impact would be considered significant. The EIR proposed Mitigation Measure 3-1 to reduce this impact, but not to a less-than-significant level. Therefore, the impact was considered significant and unavoidable. The increase in lighting levels from the Inspire Charter School would contribute to the light and glare impacts identified in the EIR. However, given the size of the revised project, and the lack of major facilities such as lighted athletic fields, the impact would not be substantially greater. Thus, Mitigation Measure 3-1 would apply to the proposed revised project and impacts would continue to be **significant and unavoidable**, as identified in the prior EIR.

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 3-1: Use Hooded Light Fixtures.

CUSD will use hooded light fixtures for all exterior fixtures (except exterior field and stadium lights). Light fixtures will be of the minimum intensity necessary to fulfill their intended functions.

3.2 Agriculture and Forestry Resources

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Agriculture and forestry resources were not addressed in detail in the EIR as these topics were evaluated in the IS, which determined that there would be no impact. The IS is included as Appendix A to the EIR and therefore the impact determinations in the IS are considered as part of the EIR.

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

The project site is designated as Other Land and Grazing Land by the Department of Conservation and does not contain any prime farmland, unique farmland, or farmland of statewide importance (DOC 2016). The proposed revised project would not affect agricultural land and **no impact** would occur. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No land zoned for agricultural use or enrolled in a Williamson Act contract is located on or near the project site; therefore, the proposed revised project would have **no impact** on agricultural zoning or Williamson Act contracts. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

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

Would the project result in the loss of forest land or conversion of forest land to non-forest use?

There is no forest land or timberland located on or near the project site; therefore, the proposed revised project would have **no impact** on forest or timberland zoning or loss. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

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

As previously discussed, the project site is designated as Other Land and Grazing Land by the Department of Conservation (DOC 2016). There is no farmland or forest land located in the vicinity of the project site; therefore, the revised project would have **no impact** on agricultural or forest land. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

3.3 Air Quality

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

The EIR determined that there would be less-than-significant impacts related to conflict with the air quality plan, violation of air quality standards, increase of criteria pollutants, and exposure of sensitive receptors to substantial pollutant concentrations. The EIR did not address odor impacts in detail as this was addressed in the IS, which determined that there would be no impact.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The EIR found that impacts associated with the potential to conflict with or obstruct implementation of applicable Air Quality Management Plan (AQMP) would be less than significant. The proposed revised project is under the jurisdiction of the Butte County Air Quality Management District (BCAQMD) within the Sacramento Valley Air Basin (SVAB). The SVAB is designated nonattainment for both the national and California ozone standards. Accordingly, the BCAQMD, along with other local air districts in the SVAB, is required to comply with and implement the State Implementation Plan (SIP) to demonstrate when and how the region can attain the national O_3 standards. As such, the BCAQMD, along with the other air districts in the region, prepared the Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Plan (2018 Plan). The 2018 Plan addresses attainment of the California Ambient Air Quality Standards (CAAQS) for O_3 (BCAQMD 2018). The latest plan was adopted by the BCAQMD in coordination with the air quality management districts and air pollution control districts for the counties located in the northern portion of the Sacramento Valley including Colusa, Glenn, Shasta, Sutter, Tehama, and Yuba counties, and incorporates land use assumptions and travel demand modeling provided by the Butte County Association of Governments. The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with federal and state air quality standards. In general, projects are considered consistent

with, and would not conflict with or obstruct implementation of the air quality plan if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the air quality management plan.

The proposed revised project would develop the site with a new charter high school. The proposed revised project would not conflict with the existing zoning and land use designations for the site. Additionally, the proposed revised project would not induce population growth to the area. Per CEQA Guideline Section 15206(b), the proposed revised project would not be considered regionally significant because it would not have the potential to substantially affect housing, employment, or population projections within the Butte County region. Furthermore, to address the criterion of whether the proposed revised project would exceed the BCAQMD significance thresholds for O_3 precursors and potentially delay the timely attainment of the ambient air quality standards or interim emission reductions of the 2018 Plan, an air quality modeling analysis that identified the revised project's impact on air quality was performed and is presented under criterion b). As discussed below, the proposed revised project would not result in long-term operational emissions that would exceed the respective BCAQMD significance thresholds for any criteria air pollutant resulting in a significant impact associated with the violation of an air quality standard. Because the proposed revised project would not exceed the significance thresholds, the proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR and impacts would remain **less than significant**.

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

The EIR found that implementation of the project had the potential to violate air quality standards and contribute to an existing or projected air quality violation. With incorporation of EIR Mitigation Measure 4-1 fugitive dust during construction would be reduced and CUSD would be required to incorporate the best available measures from BCAQMD's mitigation list. Compliance with this mitigation determined impacts would be reduced to less than significant.

Construction and operation of the proposed revised project would result in emissions of criteria air pollutants from mobile, area, energy and/or stationary sources, which may cause exceedances of national and California ambient air quality standards or contribute to existing nonattainment of ambient air quality standards. The following discussion identifies potential short-term construction and long-term operational impacts that would result from implementation of the proposed revised project.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the BCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

In considering cumulative impacts from the proposed revised project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SVAB is designated as nonattainment for the CAAQS and National Ambient Air Quality Standards (NAAQS). If a project's emissions would exceed the BCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SVAB. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

The SVAB has been designated as a federal nonattainment area for ozone (O_3), coarse particulate matter (PM_{10}) and Fine particulate matter ($PM_{2.5}$) and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SVAB, including motor vehicles, off-road equipment, and commercial and industrial facilities.

Construction Emissions

Construction of the proposed revised project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and volatile organic compounds [VOC] off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing wind and weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts. criteria air pollutant emissions associated with temporary construction activity were quantified using the latest version of California Emissions Estimator Model (CalEEMod Version 2020.4.0). Construction emissions were calculated for the estimated worst-case day over the construction period. Construction of the Inspire Charter School is expected to begin in 2022 or 2023 and be completed in two years and would be constructed prior to the completion of the Canyon View High School.

Table 3.3-1, presents the estimated maximum daily emissions generated during construction of the proposed revised project, including demolition activities at the existing charter school at Chico High School (see Table 2.3.1). Further details regarding emissions calculations are provided in Appendix A.

Table 3.3-1. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions by Year

Year	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2022	3.71	38.90	29.62	0.06	10.56	6.06
2023	59.82	20.55	25.88	0.06	3.06	1.33
Maximum Daily Emissions	**59.82**	**38.90**	**29.62**	**0.06**	**10.56**	**6.06**
BCAQMD threshold	*137*	*137*	*N/A*	*N/A*	*80*	*80*
Threshold exceeded?	**No**	**No**	**N/A**	**N/A**	**No**	**No**

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter BCAQMD = Butte County Air Quality Management District.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with BCAQMD Rule 205 (Fugitive Dust), assuming the watering of active sites twice per day.
Source: See Appendix A for complete results.

As shown in Table 3.3-1, maximum daily construction emissions associated with the proposed revised project would not exceed the BCAQMD significance thresholds for reactive organic gases (ROG), oxides of nitrogen (NO_x), PM_{10} or $PM_{2.5}$. Mitigation Measure 4-1 would continue to apply which would help reduce the proposed revised project emissions during construction.

Operational Emissions

Operation of the proposed revised project would generate ROG, NO_x, carbon monoxide (CO), sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, architectural coatings for repainting, and landscape maintenance equipment; and energy sources, including combustion of fuels used for space and water heating. Pollutant emissions associated with long-term operation of the proposed revised project was quantified using CalEEMod. CalEEMod default values were used to estimate emissions from mobile, area, and energy sources.

Table 3.3-2 presents the maximum daily area, energy, and mobile source emissions associated with operation of the proposed revised project and buildout of the Canyon View High School. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

Table 3.3-2. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Area	5.30	<0.01	0.22	<0.01	<0.01	<0.01
Mobile	19.64	20.72	114.19	0.17	17.85	4.90
Total	**24.94**	**20.72**	**114.41**	**0.17**	**117.85**	**4.90**
BCAQMD threshold	*25*	*25*	*N/A*	*N/A*	*80*	*80*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases; = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; BCAQMD = Butte County Air Quality Management District; ; <0.01 = reported value less than 0.01.
Estimated operational emissions includes both the Canyon View High School and Inspire Charter School.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
Source: See Appendix A for complete results.

As shown in Table 3.3-2, the combined daily area, energy, and mobile source emissions from the proposed revised project would not exceed the BCAQMD operational thresholds for any criteria air pollutant. Operational impacts would remain less than significant, as stated in the prior EIR.

Therefore, the proposed revised project would thus not result in new or substantially more severe impacts than identified in the prior EIR and impacts would remain **less-than-significant with mitigation**.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

The EIR found that implementation of the project would have a less-than-significant impact regarding exposure of sensitive receptors to substantial pollutant concentrations, including carbon monoxide and particulate matter.

Health Effects of Carbon Monoxide

Mobile source impacts occur on two scales of motion. Regionally, proposed revised project-related travel would contribute to regional trip generation and increase the total vehicle miles travelled (VMT) within the local airshed and the SVAB. Locally, project generated traffic would be added to the region's roadway

system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions technology at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SVAB is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. Proposed revised project construction would be temporary and would not be considered a source of daily, long-term mobile-source emissions. The proposed revised project would result in additional vehicle trips resulting from operations. However, as a result of a 1998 SIP revision approved by EPA, Butte County was redesignated from nonattainment to attainment with a Maintenance SIP for CO. In 2007, the 1998 Maintenance SIP was updated by CARB and approved by U.S. Environmental Protection Agency (EPA) for the second decade of the maintenance period. Conformity applies for CO through 2018. In order to show conformity for CO, BCAG must show that future emissions would be less than the CO emissions budget assigned to the County. Butte County's emissions budget of 80-tons per day is specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. CO emissions in the County in 2003, 2010, and 2018 were 164, 134, and 113 tons per day. These levels are significantly lower than the 1993 levels of 232 tons per day that resulted in attainment. In addition, the maximum background CO levels in the County in years preceding the 2018 Camp Fire, are approximately 5% and 16% of the 1-hour and 8-hour NAAQS and CAAQS and would be expected to improve further due to the turnover of older vehicles and introduction of cleaner fuels (CARB 2020). Based on these considerations, the proposed revised project would thus not result in new or substantially more severe impacts than identified in the prior EIR and would result in a **less-than-significant** impact to air quality with regard to potential CO hotspots.

Health Impacts of Toxic Air Contaminants

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs. The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks and the associated health impacts to sensitive receptors. The following measures are required by state law to reduce diesel particulate matter (DPM) emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The BCAQMD recommends an incremental cancer risk threshold of 10 in a million (BCAQMD 2014). "Incremental cancer

risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology. The proposed revised project would not require the extensive operation of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions and would not involve extensive use of diesel trucks, which are also subject to a CARB Airborne Toxics Control Measure.

As shown in Table 3.3-1, maximum daily particulate matter (i.e., PM_{10} or $PM_{2.5}$) emissions generated by construction equipment operation and haul-truck trips during construction of the revised project (exhaust particulate matter, or DPM), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the significance thresholds. Moreover, total construction of the proposed revised project would temporary, after which project-related TAC emissions would cease. Thus, the proposed revised project would not result in a long-term source of TAC emissions. No residual TAC emissions and corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the proposed revised project. Therefore, the exposure of project-related TAC emission impacts to sensitive receptors would be **less than significant**.

Additionally, CARB has published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005), which identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities." The *Air Quality and Land Use Handbook* is a guide for siting of new sensitive land uses, but it does not mandate specific separation distances to avoid potential health impacts. The enumerated facilities or sources include the following:

- High-traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities.

CARB recommends that sensitive receptors not be located downwind or in proximity to such sources to avoid potential health hazards.

The proposed revised project would neither include any of the previously listed land uses nor expose students, faculty, and visitors to TAC emissions from these sources. The proposed revised project would thus not result in new or substantially more severe impacts than identified in the prior EIR and impacts would be **less than significant**.

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

The occurrence and severity of potential odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receiving location. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints. This impact was not addressed in detail in the prior EIR as it was evaluated in the IS, which determined that there would be no impact. Odors would be potentially

generated from vehicles and equipment exhaust emissions during project construction. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the proposed revised project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would not be substantially greater than what was determined in the IS and odor impacts associated with the revised project would be less than significant.

Typical sources of substantial operational odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries which are not applicable to this project. Regarding operations, typical odors generated from operation of the proposed revised project would include vehicle exhaust generated by students, employees, and visitors traveling to and from the project site, through the periodic use of landscaping or maintenance equipment, odors from the temporary storage of typical solid waste (refuse). Any odors produced would be minimal and would be confined to the immediate vicinity. Overall, operation of the proposed revised project would not result in impacts that would be substantially greater than what was determined in the IS and impacts would be **less than significant**.

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 4-1: Implement Standard Construction Mitigation Measures to Reduce Construction Emissions

CUSD will implement the following measures to reduce temporary construction emissions:

a. Water all active construction sites at least twice daily. The frequency of watering should be based on the type of operation, soil, and wind exposure.
b. Use chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least 4 consecutive days).
c. Limit the speed of on-site vehicles to 15 mph on unpaved roads.
d. Suspend land clearing, grading, earth moving, or excavation activities when winds exceed 20 miles per hour.
e. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations, and hydroseed the area.
f. Plant vegetative ground cover in disturbed areas as soon as possible.
g. Cover inactive storage piles.
h. During initial grading, earth moving, or site preparation, construct a paved (or dust-palliative treated) apron, at least 100 feet long, onto the project site from the adjacent site.
i. Sweep or wash paved streets adjacent to the development site at the end of each day as necessary to remove excessive accumulations of silt and/or mud that may have accumulated as a result of activities on the development site.
j. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person will respond and take corrective action within 24 hours. The telephone number of the Butte County AQMD will also be visible to ensure compliance with the Butte County AQMD Rules 201 & 207 (Nuisance and Fugitive Dust Emissions).
k. Before final occupancy, demonstrate that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.

3.4 Biological Resources

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The EIR determined that the project would have a significant impact on wetlands and intermittent drainages, special-status plant and wildlife species, and habitat for federally listed invertebrate species. All impacts were able to be reduced to less-than-significant levels except for impacts on Butte County meadowfoam, which would be considered significant and unavoidable. Habitat conservation plans and natural community conservation plans were not addressed in detail in the EIR as these topics were evaluated in the IS, which determined that there would be no impact. An Addendum to the EIR was prepared in 2013 to provide environmental review of updated regulatory permitting and compliance documents from the U.S. Army Corps of Engineers (USACE) and U.S. Fish and Wildlife

Service (USFWS), and Mitigation Measures introduced in the EIR were revised in accordance with updated regulatory requirements. The Mitigation Measures discussed in this section are the most current measures included in the 2013 Addendum.

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

The EIR identified potentially significant impacts to special-status plant and wildlife species. The EIR states that development of Site 10 would result in the loss of wetlands that provide habitat for two federally-listed invertebrate species: vernal pool fairy shrimp and vernal pool tadpole shrimp. Development of Site 10 would also result in impacts on Butte County meadowfoam, a federally-listed endangered plant species, located in seasonal swales to the west and north sides of the site. The EIR also identified the potential loss of Swainson's hawk foraging habitat, and burrowing owl nesting and foraging habitat from the loss of non-native annual grassland. Therefore, impacts to these species were considered potentially significant. The EIR proposed Mitigation Measures 5-1, 5-2, and 5-3 to reduce impacts to wetland habitats, Mitigation Measure 5-4 to reduce impacts to Swainson's hawk, and Mitigation Measure 5-5 to reduce impacts to burrowing owl, all to less-than-significant levels. However, impacts to Butte County meadowfoam located in seasonal swales would be significant and unavoidable even with implementation of Mitigation Measure 5-3 because development of the site would result in a direct removal of those plants. The proposed revised project site is within Site 10 analyzed in the EIR and has therefore been considered for impacts to candidate, sensitive, and special-status species. Mitigation Measures 5-1, 5-2, 5-3, and 5-5 would continue to apply to the proposed revised project. Regarding Swainson's hawk foraging habitat, the 2013 Addendum states that after the EIR was certified it was determined there were no active nests within ten miles of Site 10 and therefore no mitigation would be required. Mitigation Measure 5-4 was revised to reflect this change and is included in the list of Mitigation Measures below for informational purposes. The proposed revised project would thus not result in new or substantially more severe impacts than identified in the prior EIR and impacts would remain **significant and unavoidable** due to the direct removal of Butte County meadowfoam.

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

The EIR determined that development of Site 10 would result in the loss of 49.46 acres of non-native annual grassland and no riparian or other sensitive habitat was identified. Because non-native annual grassland is a common natural community and is abundant throughout the project area, as well as regionally and statewide this impact was considered less than significant. The proposed revised project includes a 7-acre portion within Site 10 which has been considered for impacts to riparian habitat or sensitive natural communities in the EIR. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR and impacts would remain **less than significant**.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The EIR states that development of Site 10 would result in the direct loss of 1.16 acres of vernal pools, seasonal swales, and seasonal wetlands, as well as the filling of 0.38 acres of intermittent drainages and possible indirect impacts on wetlands or intermittent drainages adjacent to the project site. Impacts to protected waters were considered potentially significant and Mitigation Measures 5-1, 5-2, and 5-3 were proposed to reduce these impacts to less-than-significant levels. The proposed revised project is within Site 10 analyzed in the EIR and has therefore been considered for impacts to protected water resources. The proposed revised project would thus not result in new or substantially more severe impacts than identified in the prior EIR and impacts would remain **less than significant with mitigation**.

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

As discussed above, the EIR determined that there would be a loss of potential Swainson's hawk foraging habitat. Mitigation Measure 5-4 was proposed to reduce this potentially significant impact to Swainson's hawk to a less-than-significant level. However, the 2013 Addendum states that after the EIR was certified it was determined there were no active nests within ten miles of Site 10; therefore, mitigation would not be required. Mitigation Measure 5-4 was revised to reflect this change. While mitigation is no longer required to reduce impacts, Mitigation Measure 5-4 is included in the list of Mitigation Measures below for informational purposes. Furthermore, the EIR determined there are no drainages that provide habitat for fisheries resources in the project area; therefore, impacts on fisheries resources were not discussed in the analysis. The EIR did not identify the presence of any migratory wildlife corridors. The proposed revised project site contains grasslands and is within Site 10 analyzed in the EIR; therefore; potential impacts to native resident or migratory wildlife species and corridors have been addressed. The proposed revised project would have a **less-than-significant impact** and not result in new or substantially more severe impacts than identified in the prior EIR.

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

The EIR did not identify any potential impacts related to conflict with local policies or ordinances protecting biological resources. The proposed revised project would be in compliance applicable state and local policies and ordinances, including the City of Chico General Plan policies regarding biological resources protection. Thus, there would be **no impact** related to conflict with any local policies or ordinances protecting biological resources. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The EIR did not identify any potential impacts related to conflict with adopted HCPs, NCCPs, or other conservation plans. However, since the EIR was certified the Butte Regional Conservation Plan (BRCP) has been prepared to protect threatened and endangered species within the western portion of the County while also streamlining the permitting process for compatible development projects (BCAG 2019). The draft BRCP includes standardized avoidance and minimization measures and creation of a fee on covered activities that would allow for coordinated habitat conservation and mitigation. The draft BRCP was submitted to the USFWS, National Marine Fisheries Service (NMFS), and California Department of Fish and

Wildlife (CDFW) in June 2019 for final review and publication in the federal register. The BRCP still needs to be approved by the County and participating cities prior to application to the USFWS and CDFW for permits. The timing for approvals is uncertain at this time, and until final approval and issuance of permits the BRCP is not implemented. The project site is located within the plan area of the BRCP. However, because the BRCP is not yet adopted and no other approved local, regional or state HCPs or NCCPs exist or are planned in the project vicinity, the project would have **no impact** related to conflicts with such a plan. Therefore, the proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

Mitigation Measures

The following Mitigation Measures were included in the EIR and remain applicable to the proposed revised project.

Mitigation Measure 5-1: Minimize Indirect Impacts on Wetlands and Intermittent Drainages during Project Construction

CUSD will develop and implement measures to avoid indirect impacts on wetlands and intermittent drainages located adjacent to the site. CUSD will include the following measures in the project construction plans and specifications to avoid indirect impacts on these biological communities:

a. CUSD will hire a biologist/environmental monitor who will determine the location of environmentally sensitive areas adjacent to the site based on existing wetland delineation information (Foothill Associates 2000, Research Associates 1993, LSA Associates, Inc. 1993). To avoid construction-phase disturbance of wetlands or intermittent drainages immediately adjacent to the project site, the monitor will identify their boundaries with orange construction barrier fencing. The fencing will be mapped on the project designs. Erosion control fencing will be placed at the edges of construction where the site is upslope of wetlands and streams to prevent washing of sediments off-site. The environmentally sensitive area fencing and erosion control fencing will be installed before any construction activities begin and will be maintained throughout the construction period.
b. The biologist/environmental monitor will be responsible for monitoring implementation of the conditions in the state and federal permits (i.e., in compliance with Clean Water Act Sections 401 and 404, ESA Section 7, California Fish and Game Code Section 1601, and the Section 2081 permit).
c. CUSD will provide an environmental training program for all construction personnel before construction activities begin. The program will educate workers about special-status species and wetlands present on and adjacent to the site, and about the regulations and penalties for unmitigated effects on these sensitive biological resources.

Mitigation Measure 5-2: Obtain and Implement Conditions of State and Federal Permits for Impacts on Waters of the United States

Before construction begins, CUSD will obtain the appropriate state and federal necessary permits to conduct activities in waters of the United States. Grading or other construction activities within intermittent drainages may require a Streambed Alteration Agreement from DFG. Discharge of fill into waters of the United States will require a Section 404 permit from the Corps and Section 401 certification from the RWQCB. All conditions that are attached to the state and federal permits will be implemented. The conditions will be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance.

Mitigation Measure 5-3: Compensate for the Impacts on Waters of the United States and Habitat for Special-Status Species[1]

The following three options have been identified by CUSD's permitting consultant as the most feasible alternatives for mitigation for impacts on waters of the United States and associated habitat for special-status species.

Option 1: Payment into in-lieu fee program

Under this option, payment would be made to a mitigation fund administered by the USFWS, with the funds earmarked for the acquisition and preservation of vernal pool and Butte County meadowfoam habitat in the Chico area. The payment amount would be determined by designating specific ratios required to mitigate for impacts to wetlands, federally listed invertebrates and Butte county meadowfoam, and then multiplying the acreage of mitigation required by a price-per-acre cost.

While specific mitigation ratios have not been negotiated with the USFWS for the Canyon View High School Project, typical mitigation rations for vernal pool habitat impacts (when credits are purchased at a mitigation bank) are 3 acres preserved and/or restored for every acre of habitat indirectly impacted. It is assumed that this same mitigation ration would be required under an in-lieu fee agreement for the Canyon View High School Project.

The fee required to mitigate for impacts on Butte County meadowfoam would have to be negotiated with USFWS, since there is no precedent for the purchase of credits to mitigate for Butte County meadowfoam impacts. The specific mitigation ratios and cost per acre of credit likely will be dependent on the specific property or properties identified as the candidate purchase site(s).

Option 2: Purchase of Off-Site Mitigation Property

A second option for mitigation is the purchase of another property containing vernal pools, federally listed invertebrates, and Butte County meadowfoam at a quantity sufficient to meet the mitigation ratios established by the USFWS. The mitigation site must be of a sufficient size that the wetland, listed invertebrate, and Butte County meadowfoam habitat can be sustained over time. Based on the Requirements typically places on mitigation sites, the property would have to be preserved in perpetuity through establishment of a conservation easement or other similar restrictions. Funding would have to be established to provide for long-term maintenance and management of the site, and an entity responsible for management of the site must be designated. A management plan for the site would also be required.

Option 3: Combination of Mitigation Property Purchase and Payment of In-Lieu Fee.

A third option would be a combination of the two options described above. This may need to occur if an off-site mitigation area is established that cannot meet the mitigation ratios required by the USFWS. For example, the District could purchase additional lands containing Butte County meadowfoam in sufficient quantity to mitigate for Butte County meadowfoam at the ratios established by the USFWS. If that property did not contain enough wetland acreage to fully mitigate vernal pool impacts, a fee in-lieu payment could be made to the USFWS to make up the difference.

[1] As amended by the 2013 Addendum.

The reverse could be done if a mitigation property was purchased that contained sufficient wetland acreage but lacked Butte County meadowfoam at a quality to satisfy the mitigation ration established by the USFWS.

Option 4: Purchase of Mitigation and/or Preservation Credits from a Mitigation Bank and/or Preserve.

To mitigate for the loss of 1.35 acres of waters of the United States, including wetlands, the project proponent shall purchase 0.33 credits of created intermittent drainage/riverine habitat, 0.37 credits of created vernal pool, and 0.65 credits of created seasonal wetland at a USACE approved mitigation bank. The selected mitigation bank shall include the area of the permitted project within its service area. Evidence of this purchase shall be provided to the USACE Sacramento Office prior to initiation of construction activities within waters of the U.S.

To mitigate for the loss of 0.05 acres Butte County meadowfoam, the project proponent shall compensate for the loss of habitat through one of two proposed methods:

- Purchasing the remainder of the surplus meadowfoam preservation credits available from the Service-approved Meriam Park Preserve. Currently, the remaining balance of surplus meadowfoam credits available as noted in the Meriam Park biological opinion (81420-2008-F-1070-R002) is 1.23 acres, or;
- Purchasing 1 acre of meadowfoam preservation credits from the Service Approved Sycamore Creek Conservation Bank.

Mitigation Measure 5-4: Implement the DFG Guidelines for Swainson's Hawk Mitigation[2]

The "Staff Report Regarding Mitigation for Impacts to Swainson's hawks in the Central Valley of California," published by DFG, recommends purchase of Habitat Management (HM) lands for each acre of urban development authorized, at a ratio determined by the distance to the nearest active nest. Proposed sites #10, #15, and #15A are not within 10 miles of an active nest therefore no mitigation is required for impacts to Swainson's hawk foraging habitat. Site #9 is within 10 miles of an active nest, therefore if site #9 is developed as part of this project, CUSD will purchase HM lands at a ratio of 0.5:1.

[2] As amended by the 2013 Addendum.

3.5 Cultural Resources

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

The EIR states that the project would have a significant impact related to loss of unknown cultural resources, but no impact to known cultural resources. To identify cultural resources in the project area, the EIR consultant conducted a records search at the Northeast Information Center of the California Historical Resources Information System (CHRIS), contacted the Native American Heritage Commission (NAHC) and Native American representatives, and conducted a field survey. No cultural resources were located within Site 10.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The EIR determined that while Site 10 is not particularly sensitive for historic or prehistoric cultural resources, there would be a potentially significant impact related to the possible inadvertent discovery of buried cultural resources during project construction. Mitigation Measure 6-1 was identified to reduce this impact to a less-than-significant level. The proposed revised project site was analyzed as part of Site 10 in the EIR and therefore has already been considered for historical and archaeological resource impacts. No known historic resources exist within the proposed revised project site. The proposed revised project would comply with Mitigation Measure 6-1 for potential to unearth buried cultural resources during construction and would not result in new or substantially more severe impacts than identified in the prior EIR. Impacts to historical and archaeological resources would remain **less-than- significant with mitigation.**

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The EIR determined that there would be a potentially significant impact related to the possible inadvertent disturbance of buried human remains during project construction. Mitigation Measure 6-1 addresses the procedure to follow in the event of discovery of human remains and compliance with this measure would reduce impacts to a less-than-significant level. The proposed revised project site was considered in the prior EIR and would be required to comply with Mitigation Measure 6-1. Therefore, the revised project would not result in new or substantially more severe impacts than identified in the prior EIR and impacts would remain **less-than-significant with mitigation.**

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 6-1: Stop Work if Cultural Resources are Discovered During Construction

If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with CUSD and other appropriate agencies.

If human remains are discovered during project construction, work will stop at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Pub. Res. Code, Section 7050.5). The county coroner will be contacted to determine if the cause of death must be investigated.

If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of NAHC (Pub. Res. Code, Section 5097). The coroner will contact NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98. Work may resume if NAHC is unable to identify a descendant or the descendant failed to make a recommendation.

3.6 Energy

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Energy impacts were not analyzed in the prior EIR. Although consideration of energy conservation was required under CEQA at the time of EIR preparation, Appendix G was not updated to include analysis of energy impacts until December 28, 2018. Therefore, energy impacts are not considered a significant impact under the prior EIR, and the following discussion of energy is provided to consider if the proposed revised project would result in a new or substantially greater significant impact.

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

Implementation of the proposed project would increase the demand for electricity and natural gas, as well as gasoline consumption during construction and operation of the proposed revised project. Temporary natural gas and electric power for lighting and electronic equipment may be needed for construction; however, the electricity used for such activities would be temporary and would be substantially less than that required for proposed project operation and would have a negligible contribution to the proposed project's overall energy consumption. Operational uses would require electricity and natural gas for multiple purposes including building heating and cooling, lighting, appliances, electronics, and water and wastewater conveyance. As previously discussed, the Inspire Charter School is currently housed in a temporary location on the Chico High School campus. Energy consumption would be expected to decrease compared with existing operations due to the development of more energy efficient buildings as required by the California Building Energy Efficiency Standards (Title 24) at the time of construction. Therefore, due to the inherent increase in efficiency of building code regulations, the proposed revised project would not result in a wasteful or inefficient use of energy resources. Petroleum use during construction would be temporary, and petroleum consumption associated with operation of the proposed project would not be considered inefficient or wasteful because of the colocation of the proposed Inspire Charter School and the future Canyon View High School which would reduce transportation needs.

In summary, the consumption of energy resources (including electricity, natural gas, and petroleum) during the project construction and operation would not be considered inefficient or wasteful and would result in a less-than-significant impact.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Title 24 of the California Code of Regulations contains energy efficiency standards for buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, wall/floor/ceiling assemblies, and roofs.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. Part 11 of Title 24 also includes the CALGreen standards, which established mandatory minimum environmental performance standards for new construction projects. The proposed project would comply with Title 24, Part 6 and Part 11, per state regulations. Thus, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

3.7 Geology and Soils

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

The IS determined that there would be no impact related to rupture of a known earthquake fault, seismic-related ground failure (including liquefaction), landslides, unstable soil or geology, and septic tanks or alternative wastewater systems. All other topics including seismic groundshaking, soil erosion, and expansive soils were to be

analyzed in further detail in the EIR; however, the EIR did not address these topics and therefore these impacts are assumed to have been considered less than significant.

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

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

Strong seismic ground shaking?

Seismic-related ground failure, including liquefaction?

Landslides?

The EIR did not identify any significant impacts related to substantial adverse effects from rupture of a known earthquake fault, strong seismic ground shaking, liquefaction or other seismic-related ground failure, or landslides. The proposed revised project site is not located on any Alquist-Priolo fault zone or on expansive soils, and is not subject to liquefaction or lateral spreading (DOC 2018). Faults within the region may cause seismic ground shaking including the historically-active Cleveland Hills Fault. Soil units on the site include Wafap-Hamslough and Redtough-Redswale, both formed in alluvium from predominantly volcanic rocks (NRCS 2021)

Because the proposed revised project site would be located within Site 10 analyzed in the EIR, geologic conditions would remain the same and there would be no new or substantially more severe impacts than identified in the prior EIR. Impacts would remain **less than significant.**

b) Would the project result in substantial soil erosion or the loss of topsoil?

The EIR addressed soil erosion in Chapter 7, Hydrology and Water Quality. It was determined that development within Site 10 would disturb land and cause associated erosion and sedimentation, which was considered a potentially significant impact. Mitigation Measure 7-1, which includes erosion control measures stipulated in a Stormwater Pollution Prevention Program (SWPPP) pursuant to the conditions of the National Pollution Discharge Elimination System (NPDES) permit requirements, was identified to reduce this impact to a less-than-significant level. During construction, the proposed revised project would adhere to these required erosion control measures and therefore would not cause any new or more severe impacts than identified in the prior EIR. Impacts would remain **less-than-significant with mitigation.**

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

The EIR did not identify any significant impacts related to unstable geologic units or soils. Because the proposed revised project site would be located within Site 10 analyzed in the EIR, geologic conditions would remain the same and there would be no new or substantially more severe impacts than identified in the prior EIR. Impacts would remain **less than significant.**

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

The EIR did not identify any significant impacts related to expansive soils. Because the proposed revised project site would be located within Site 10 analyzed in the EIR, geologic conditions would remain the same. Additionally, project development would comply with the California Building Code (CBC), including preparation and implementation of geotechnical investigations, which would mitigate potential risks to proposed structures associated with expansive soils. Standard construction practices necessary to comply with the CBC and applicable regulations and would ensure that impacts related to expansive soils would be **less than significant**. There would be no new or substantially more severe impacts than identified in the prior EIR.

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

The proposed project would not involve the use of any septic tanks or alternative wastewater disposal systems. The same as the prior EIR there would be **no impact**.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The EIR did not identify any significant impacts related to paleontological resources. Because the proposed revised project site would be located within Site 10 analyzed in the EIR, the potential for identifying unknown paleontological resources would remain the same. Impacts would be **less than significant**. There would be no new or substantially more severe impacts than identified in the prior EIR.

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 7-1: Implement Requirements of NPDES Permit and Develop and Implement a Storm Water Pollution Prevention Plan

Under the NPDES permit from the Central Valley RWQCB, CUSD will implement the following requirements:

a. With the intent of keeping all products of erosion from moving off-site into receiving waters, develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies best management practices (BMPs) to prevent all construction pollutants from contacting stormwater.

b. Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States.

c. Perform inspections of all BMPs.

3.8 Greenhouse Gas Emissions

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Greenhouse gas (GHG) emissions were not analyzed in the previous EIR. The CEQA Guidelines were updated in March 2010 to include analysis of GHG emissions. However; the concept of climate change and the role of greenhouse gas emissions were generally understood at that time. Therefore, GHG is not considered new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified (CEQA Guidelines Section 15162[a][3]). The discussion below considers whether or not changes to the project (the proposed revised project) would result in a new significant impact related to GHG.

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

GHG impacts are cumulative impacts (CAPCOA 2008); therefore, the assessment of significance is based on a determination of whether the GHG emissions from a project represents a cumulatively considerable contribution to the global atmosphere. The impact to climate change due to the increase in ambient concentrations of GHGs differ from criteria pollutants in that GHG emissions from a specific project do not cause direct adverse localized human health effects. Rather, the direct environmental effect of GHG emissions is the cumulative effect of an overall increase in global temperatures, which in turn has numerous indirect effects on the environment and humans. If a project exceeds the identified significance thresholds, its contribution of GHG emissions would be cumulatively considerable.

The proposed revised project is located within the SVAB and is under the jurisdiction of the BCAQMD which, to date, has not adopted significance criteria or thresholds for project level or plan level GHG analyses. Therefore, because there is no regional or jurisdiction specific threshold, significance of the proposed revised project's GHG-related impacts were determined by considering whether the proposed revised project's GHG emissions would substantially increase compared with the EIR's project emissions. The difference between proposed revised project's and the EIR's GHG emissions was compared with the California Air Pollution Control Officers Association (CAPCOA) 900 MT CO_2e per year screening level threshold. The screening level threshold was developed based on various land use densities and future discretionary project types to

determine the size of projects that would likely have a less than cumulatively considerable contribution to climate change.

The proposed revised project's contribution to GHG emissions is addressed below.

Construction Emissions

Construction of the proposed revised project and the approved project evaluated in the EIR would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor (material delivery) trucks, and worker vehicles. Since the BCAQMD has not established construction-phase GHG thresholds, construction GHG emissions were amortized assuming a 30-year development life after completion of construction and added to operational emissions. A detailed depiction of the construction schedule—including information regarding phasing, equipment utilized during each phase, trucks, and worker vehicles—is included in Appendix A. The estimated project-generated GHG emissions from construction activities are shown in Table 3.8-1. The construction scenario includes demolition activities at the existing charter school at Chico High School (see Table 2.3.1)

Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions

Construction Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Approved Project				
2022	689.90	0.10	0.03	702.65
2023	297.32	0.04	0.02	303.08
Total	**987.22**	**0.14**	**0.05**	**1,005.73**
			Amortized construction emissions	**33.52**
Proposed Revised Project				
2022	710.37	0.11	0.04	723.76
2023	307.41	0.04	0.02	313.49
Total	**1,017.78**	**0.15**	**0.06**	**1,037.25**
			Amortized construction emissions	**34.58**

Source: Appendix A.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
Total emissions may not sum due to rounding.

As shown in Table 3.8-1, the estimated total GHG emissions during construction for the proposed revised project would be approximately 1,037 MT CO_2e over the construction period. Estimated project-generated construction emissions amortized over 30 years would be approximately 35 MT CO_2e per year. As a comparison, the project evaluated in the EIR would result in approximately 1,006 MT CO_2e over the construction period and amortized construction emissions of 34 MT CO_2e per year. GHG emissions generated during construction of the revised proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text

Operational Emissions

Operation of the proposed revised project and the project evaluated in the EIR would generate minimal GHG emissions through motor vehicle trips to and from the project site; landscape maintenance equipment operation; energy use (electricity consumed by the project); solid waste disposal; and generation of electricity associated with water supply distribution. CalEEMod was used to calculate the annual GHG emissions based on CalEEMod's default factors. The estimated operational proposed revised project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage are shown in Table 3.8-2. Table 3.8-2 also includes the approved project's GHG emissions provided in the EIR.

Table 3.8-2. Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Approved Project				
Area	0.06	<0.01	0.00	0.06
Energy	406.66	0.03	0.01	409.63
Mobile	1,994.85	0.16	0.13	2,036.53
Solid waste	74.09	4.38	0.00	183.56
Water supply	14.54	0.29	0.01	23.85
Total	**2,490.20**	**4.86**	**0.15**	**2,653.63**
			Amortized construction emissions	*33.52*
			Total operational + amortized construction GHGs	**2,687.15**
Proposed Revised Project				
Area	0.04	<0.01	0.00	0.04
Energy	489.02	0.03	0.01	492.59
Mobile	2,325.57	0.19	0.15	2,374.69
Solid waste	92.61	5.47	0.00	229.45
Water supply	16.54	0.33	0.01	27.14
Total	**2,923.78**	**6.02**	**0.17**	**3,123.91**
			Amortized construction emissions	*34.58*
			Total operational + amortized construction GHGs	**3,158.49**

Source: Appendix A.
Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent; <0.01 = reported value less than 0.01.

As shown in Table 3.8-2, the proposed revised project would result in operational emissions of approximately 3,158 MT CO_2e per year while the approved project was estimated to result in approximately 2,687 MT CO_2e per year. As such, the proposed revised project would result in an increase of approximately 471 MT CO_2e per year, or 18% more than the approved project. Therefore, the proposed revised project's GHG contribution would not generate a substantial increase GHG emissions as compared to the EIR. The increased emissions related to the proposed revised project may be partially offset by a reduction in students at the current Inspire site at Chico High School. This potential reduction has not been quantified as potential re-use of the site at Chico High School has not been defined. The proposed revised project would not result in new or substantially more severe impacts than identified in the prior EIR.

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

Consistency with the BCAG's 2016 Regional Transportation Plan

BCAG's 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks within Butte County. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. While the 2016 RTP/SCS does not regulate land use or supersede the exercise of land use authority by BCAG's member jurisdictions, the 2016 RTP/SCS is a relevant regional reference document for purposes of evaluating the intersection of land use and transportation patterns and the corresponding GHG emissions. The 2016 RTP/SCS is not directly applicable to the revised project because the underlying purpose of the 2016 RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the City and greater Butte County, as stipulated under Senate Bill (SB) 375. CARB has recognized that the approved 2016 RTP/SCS is consistent with SB 375. The proposed revised project would not directly induce growth in the region and would not conflict with the goals and policies of the 2016 RTP/SCS. Additionally, the proposed revised project would not impact local transportation and land use during construction or operations.

Project Consistency with CARB's Scoping Plan

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, and it is not intended to be used for project-level evaluations.[3] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. To the extent that these regulations are applicable to the proposed revised project, the proposed revised project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Project Consistency with Senate Bill 32 and Executive Order S-3-05

The proposed revised project would not impede the attainment of the most recent state GHG reduction goals identified in SB 32 and Executive Order (EO) S-3-05 and. SB 32 establishes a statewide goal of reducing GHG emissions to 40% below 1990 levels by 2030, while EO S-3-05 establishes a statewide goal of reducing GHG emissions to 80% below 1990 levels by 2050. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current

[3] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014, p. ES2). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014, p. 34):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, EO B-30-15, and EO S-3-05. This is confirmed in the 2017 Scoping Plan, which states the following (CARB 2017):

> The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

As discussed previously, the proposed revised project is consistent with CARB's 2017 Scoping Plan and would not conflict with the state's trajectory toward future GHG reductions. In September 2018, EO B-55-18 was signed, which commits the state to total carbon neutrality by 2045. However, since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional reduction measures for the proposed revised project would be speculative and cannot be identified at this time.

With respect to future GHG targets under SB 32 and EO S-3-05, CARB has also made clear that its legal interpretation is that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target by 2030 and EO S-3-05's 80% reduction target by 2050; this legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets. This impact would be less than significant.

In summary, the proposed revised project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. The proposed project would not result in new or substantially more severe impacts than identified in the prior EIR.

3.9 Hazards and Hazardous Materials

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The IS determined that there would be no impact related to routine transport, use, or disposal of hazardous materials, hazardous emissions or materials within one-quarter mile of a school, inclusion on a list of hazardous materials sites, and airport or airstrip safety hazards. All other topics including upset or accident conditions, emergency response or evacuation plans, and wildland fires were to be analyzed in further detail in the EIR; however, the EIR did not address these topics and therefore these impacts are assumed to have been considered less than significant.

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

The IS did not identify any significant impacts related to the routine transport, use, or disposal of hazardous materials. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during construction of the proposed revised project. These materials are not considered acutely hazardous and are routinely used in construction projects. Use of these materials for their intended purpose during construction would not pose a significant risk to the public or environment. Operation of the proposed revised project would only potentially involve common household hazardous materials such as cleaning agents and paints and would not involve any acute hazardous materials. All materials would be transported, handled, and disposed of in accordance with all applicable federal, state, and local laws and regulations. Thus, project impacts would be **less than significant**. There would be no new or substantially more severe impacts than identified in the prior EIR.

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

The EIR did not identify any significant impacts related to upset or accident conditions involving hazardous materials. Hazardous materials may be used and stored at the project site during construction, including paints, solvents, greases, motor oil, and other construction-related materials. No upset or accident conditions resulting in the release of hazardous material into the environment can be reasonably expected to occur during project construction or operation. The proposed revised project would be required to prepare a SWPPP per the requirements of the NPDES Construction General Permit. The SWPPP requires plans to be prepared in the event of any spill or other accidental release of hazardous materials. The SWPPP would include comprehensive handling and management procedures for building materials, especially for those that are hazardous or toxic. Thus, impacts would be **less than significant.** There would be no new or substantially more severe impacts than identified in the prior EIR.

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

The IS did not identify any significant impacts related to hazardous emissions or materials within one-quarter mile of a school. The proposed revised project itself is a school but would not involve hazardous emissions or the handling of hazardous materials that would pose a significant hazard. The handling of potentially hazardous substances is highly regulated by federal, state, and local agencies, including the California Occupational Safety and Health Administration (Cal/OSHA), the California Department of Public Health, CalRecycle, and the Department of Toxic Substances Control (DTSC). There would be **no impact** with the proposed revised project and there would be no new or substantially more severe impacts than identified in the prior EIR.

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

The IS did not identify any significant impacts related to inclusion on a list of hazardous materials sites. According to a search of the Department of Toxic Substances Control EnviroStor database, the project site is a School Investigation Site because of previous agricultural use (DTSC 2021). However, there have been no potential contaminants of concern found and no action is required as of January 2019. A Phase I Environmental

Assessment prepared by Pezonella Associates, Inc. did not identify any recognized environmental conditions (Pezonella Associates, Inc. 2018). The DTSC concurred with the conclusions of the Phase I Environmental Assessment and approved the document in January 2019 (DTSC 2019). There have been no changes to the project site that would create any new significant hazards to the public or environment. Impacts would continue to be **less than significant**. There would be no new or substantially more severe impacts than identified in the priorEIR.

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

The IS did not identify any impacts related to airports. Site conditions have not changed since preparation of the EIR and the proposed revised project would continue to have **no impact** regarding airports.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The EIR did not identify any significant impacts to emergency response or evacuation plans. During construction, appropriate coordination with the Chico Fire Department would be initiated to ensure emergency vehicle access is not impaired and is maintained through construction areas. The proposed revised project does not include any new components that would create new or more severe impacts than identified in the EIR. Impacts would remain **less than significant** the same as the prior EIR.

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

The EIR did not identify any significant impacts related to wildland fires (although the IS prepared as part of the EIR did identify wildfire as a potential issue). According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is in a Local Responsibility Area and is not in or near a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2021). The closest VHRHSZ areas are approximately 5.5 miles east in the State Responsibility Area . The proposed revised project does not include any new components that would cause or exacerbate wildfire risks. Thus, impacts would remain **less than significant** as per the prior EIR and there would be no new or more severe impacts than identified in the EIR.

3.10 Hydrology and Water Quality

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

The EIR determined that there would be significant impacts regarding sedimentation and water quality, addition of impervious surfaces, and new sources of surface runoff that would contribute to exceedances of existing stormwater drainage capacity. Concerns associated with flood hazards, tsunami and seiche zones were addressed in the IS and were determined to result in no impact. The EIR did not address water quality control plans or sustainable groundwater management plans; this discussion is included in the analysis below.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The EIR determined that development of Site 10 would disturb land and cause associated erosion and sedimentation, which would adversely affect water quality and runoff from the site would also contain pollutants such as oil and grease from the parking areas resulting in a significant impact. The EIR proposed Mitigation Measures 7-1 and 7-2 for preparation of a SWPPP and compliance with City requirements for detention and treatment of stormwater runoff to reduce these potentially significant impacts to a less-than-significant level. The proposed revised project is located within Site 10 in an area previously assumed to include development of hardcourt play areas (e.g., basketball, tennis courts). Construction of the proposed revised project would result in land disturbance that could contribute to erosion and sedimentation; however, compliance with Mitigation Measures 7-1 and 7-2 would remain applicable and reduce impacts to less than significant. The proposed revised project does not include any new components that would create new or more severe impacts than identified in the EIR. Impacts would remain **less-than-significant with mitigation**, as identified in the prior EIR.

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

The EIR determined that creation of new impervious areas would impede percolation to groundwater resulting in an increase in the total amount of runoff to the stormwater drainage system. This impact was considered significant and Mitigation Measure 10-3 was proposed to reduce this impact to a less-than-significant level. The proposed revised project would include development of impervious areas that would also prevent groundwater percolation; however, the new Inspire Charter School would be located in an area assumed in the EIR to consist of hardcourt play areas, which are also impervious surfaces. The proposed revised project would include on-site stormwater detention in accordance with Mitigation Measure 10-3. Thus, the proposed revised project does not include any new components that would create new or more severe impacts than identified in the EIR and impacts would remain **less-than-significant with mitigation**, as identified in the prior EIR.

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

i) result in substantial erosion or siltation on or off site;

As previously described, the EIR established that all construction activities would be required to comply with a SWPPP that would dictate BMPs for erosion and sediment controls. Implementation of these BMPs for erosion and sediment control would minimize erosion and siltation on and off-site during construction to the extent practicable. For these reasons and upon compliance with the BMPs set forth for construction activities in the project's SWPPP, impacts related to erosion and siltation resulting from the proposed project would be **less than significant**. The proposed revised project does not include any new components that would create new or more severe impacts than identified in the prior EIR.

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

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

The amount of stormwater runoff from the project site is not anticipated to increase significantly upon project buildout as the proposed revised project would be in an area previously assumed to include hardcourt play areas. As previously discussed, the EIR included Mitigation Measure 7-2 requiring detention and treatment of stormwater runoff, and Mitigation Measure 10-3 requiring construction of an on-site stormwater detention facility. The proposed revised project would comply with these mitigation measures and does not include any new components that would create new or more severe impacts than identified in the prior EIR. Impacts would continue to be **less-than-significant with mitigation.**

iv) impede or redirect flood flows?

The EIR did not identify any significant impacts related to flood flows. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map , the site is in an area of minimal flood hazard. Thus, there is minimal risk of on-site flooding, and build-out of the proposed revised project would not impede or redirect any flood flows. Impacts would remain **less than significant** the same as the EIR. There would be no new or more severe impacts than identified in the prior EIR.

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

Concerns associated with flood hazards, tsunami and seiche zones were addressed in the IS (Appendix A of the EIR) and were determined to result in no impact. As discussed above, the proposed revised project site is located in an area of minimal flood hazard. Additionally, there are no nearby water bodies that would pose a tsunami or seiche-related risk to the project site. Thus, there would be **no impact** related to the release of pollutants due to project inundation consistent with the EIR. There would be no new or more severe impacts than identified in the prior EIR.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The revised project would adhere to all applicable plans and standards, including those of the NPDES Permit program. The revised project is not anticipated to violate any water quality standards or waste discharge requirements during construction or operation. Impacts related to this criterion would be **less than significant.**

Mitigation Measures

The following Mitigation Measures were included in the EIR and remain applicable to the proposed revised project.

Mitigation Measure 7-1: Implement Requirements of NPDES Permit and Develop and Implement a Storm Water Pollution Prevention Plan

Under the NPDES permit from the Central Valley RWQCB, CUSD will implement the following requirements:

a. With the intent of keeping all products of erosion from moving off-site into receiving waters, develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies best management practices (BMPs) to prevent all construction pollutants from contacting stormwater.

b. Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States.

c. Perform inspections of all BMPs.

Mitigation Measure 7-2: Comply with City of Chico Drainage Ordinance

CUSD will comply with the existing City of Chico drainage ordinance, which requires the detention and treatment of stormwater runoff.

Mitigation Measure 10-3: Construct an On-Site Stormwater Detention Facility

CUSD will construct stormwater detention facilities on-site. Construction will require CUSD to coordinate with the City to ensure that standards and city requirements are met. The facility will have adequate capacity to prevent any increase in peak stormwater flows and downstream flooding

3.11 Land Use and Planning

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The IS determined that there would be no impact regarding division of an established community. Conflict with land use plans, policies, and regulations was addressed in the EIR, which determined that this impact would be significant and unavoidable because development of a high school would cause noise and lighting impacts on residential areas.

a) Would the project physically divide an established community?

The IS concluded development of the site would not physically divide an established community and there would be no impact. The proposed revised project would be located on a vacant site already anticipated for a new school. Therefore, there would be **no impact** the same as the EIR. There would be no new or more severe impacts than identified in the prior EIR.

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

The EIR determined that development of a high school on Site 10 would result in significant and unavoidable noise and lighting impacts on surrounding residential areas. This was considered a significant and unavoidable conflict with existing land uses in the area and no feasible mitigation was available. The proposed revised project would include new uses that would contribute to noise and lighting, but would not introduce any significant new sources of noise and lighting that would be substantially greater than what was evaluated in the EIR. The proposed revised project does not include outdoor athletic fields that would introduce additional noise or light impacts. While light and noise impacts would remain **significant and unavoidable**, there would be no new or more severe impacts than identified in the prior EIR.

3.12 Mineral Resources

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

The IS determined that there would be no impact to mineral resources because there are no known mineral resources or important mineral resource recovery sites within the project site.

a-b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The IS determined that there would be no impact to mineral resources. There are no known mineral resources on the project site and the site is not used for mineral resource recovery. The project would have **no impact** on mineral resources the same as the EIR.

3.13 Noise

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The EIR determined that impacts regarding exposure of people to noise levels above City thresholds would be significant and unavoidable, groundborne vibration and noise would be less than significant, permanent increase in ambient noise levels would be less than significant, and temporary increases in ambient noise levels would be significant but mitigated to less than significant. Airport and airstrip noise levels were not discussed in the EIR because the IS determined that there would be no impact.

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

The EIR acknowledges that construction of a new school and stadium on Site 10 could generate high noise levels in the nearby vicinity. This impact was considered significant because noise-sensitive land uses could

be exposed to noise levels in excess of established noise standards. The proposed revised project would include construction of an additional school, but this use would not generate any atypical noise levels already assumed to occur from the adjacent high school. Mitigation Measures 9-1 through 9-8 were proposed in the EIR to reduce noise impacts to less-than-significant levels. Mitigation Measure 9-1 would not be applicable to the proposed revised project because it is specific to the stadium facility. However, the proposed revised project would comply with Mitigation Measures 9-2 through 9-8 for construction and traffic noise and impacts would remain **less-than-significant with mitigation** the same as the EIR**.** There would be no new or more severe impacts than identified in the prior EIR.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The EIR determined that impacts associated with groundborne vibration and noise would be less than significant. Short-term project construction activities could result in groundborne vibration; however, this vibration would be short-term and intermittent in nature. The proposed revised project does not include any uses or elements that would generate substantial vibration, such as pile driving. Therefore, groundborne vibration and groundborne noise impacts would remain **less than significant** the same as the EIR. There would be no new or more severe impacts than identified in the prior EIR.

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

The IS determined that there would be no impact related to airstrip or airport noise. The project site is not located near any public or private airports or airstrips. There would be **no impact.**

Mitigation Measures

The following Mitigation Measures were included in the EIR and remain applicable to the proposed revised project.

Mitigation Measure 9-2: Limit Hours of Construction to Avoid Noise Conflicts

CUSD will limit construction to 7:00 a.m.-9:00 p.m., Monday through Saturday, and 10:00 a.m.-6:00 p.m., Sundays and holidays. This measure will be made a condition of the construction contract.

Mitigation Measure 9-3: Locate Equipment as Far from Sensitive Receptors as Practicable

All stationary noise-generating equipment, such as pumps and generators, will be located as far as possible from nearby sensitive receptors, where practicable. Where practicable, nearby sensitive receptors will be shielded from noise-generating equipment by surrounding the equipment with noise-attenuating buffers, such as structures or haul-truck trailers. Stationary noise sources located less than 300 feet from sensitive receptors will be equipped with noise-reducing engine housings. Portable acoustic barriers will be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas will be located as far from sensitive receptors as possible.

Mitigation Measure 9-4: Use Sound-Control Devices on Combustion-Powered Equipment

All construction equipment powered by gasoline or diesel engines will be required to have sound-control devices at least as effective as those originally provided by the manufacturer; no equipment will be permitted to have an unmuffled exhaust.

Mitigation Measure 9-5: Shut off Machinery when Not in Use

Mobile noise-generating equipment and machinery will be shut off when not in use.

Mitigation Measure 9-6: Use Shortest Traveling Routes as Practicable

Construction vehicles accessing the site will be required to use the shortest possible route to and from local freeways, provided the routes do not expose additional receptors to noise.

Mitigation Measure 9-7: Disseminate Essential Information to Residences and Implement a Complaint Response/Tracking Program

CUSD will notify residents living within 500 feet of the construction area of the construction schedule. Alternatively, CUSD will post such a notice at the construction site, visible from adjoining roadways. Notification will be in writing and will be provided before construction begins. CUSD and the construction contractor will designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and will ensure that reasonable measures are implemented to correct the problem. A contact telephone number for the noise disturbance coordinator will be posted conspicuously on construction site fences and will be included in the notification (posted or otherwise distributed) of the construction schedule.

Mitigation Measure 9-8: Implementation of Additional Mitigation Measures, as Needed and/or Required

Throughout the construction period, the contractor will implement additional noise mitigation measures at the request of the City. Additional measures may include changing the location of stationary noise generating equipment, shutting off idling equipment, rescheduling construction activity, installing acoustic barriers around stationary sources of construction noise, or other site-specific measures as appropriate.

3.14 Population and Housing

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The IS determined that there would be no impact related to displacement of people or housing. Population growth was to be analyzed in further detail in the EIR; however, the EIR did not address this topic and therefore this impact is assumed to have been considered less than significant.

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

The EIR did not identify any impacts related to substantial population growth. The proposed revised project would construct a charter school within a larger school site. The revised project would include approximately 480 additional students. The students are from within the District and are currently being taught at another school site within the District. Therefore, the additional students and staff would not constitute a substantial population increase relative to the existing student population and what was analyzed in the prior EIR. This impact would remain **less than significant** the same as the EIR**.** There would be no new or more severe population impacts resulting from the proposed revised project.

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

As discussed in the IS, there are no residential land uses located on the project site. Therefore, the revised project would not displace housing or people, and **no impact** would occur consistent with the EIR.

3.15 Public Services

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

The EIR determined that there would be a significant impact regarding disruption of fire and police protection services because of the potential for additional construction vehicle traffic to delay vehicles traveling to the site or surrounding areas. Impacts to schools, parks, and other public facilities were not addressed in detail in the EIR because the IS determined there would be no impact.

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

Fire or police protection?

The Chico Fire Department (CFD), also known as City of Chico Fire-Rescue, provides fire protection services and first responder life support for the City. Police protection for the City is provided by the City of Chico Police Department (CPD). The EIR determined impacts to the CFD and CPD would occur due to potential disruption of fire and police access associated with construction activities. Mitigation Measure 10-2, which requires coordination with fire protection and law enforcement officials regarding construction impacts to roadways, was proposed to reduce impacts to less-than-significant levels. The proposed revised project would introduce a new school; however, a school would not result in the need for new or altered fire or police facilities, as discussed in the EIR. The existing location of the Inspire Charter School is also located within the area served by CFD and CPD, thus relocation of the campus would not increase the need for service. The proposed revised project would comply with Mitigation Measure 10-2 to ensure that impacts to the CFD and CPD associated with construction activities remain **less-than-significant with mitigation** the same as the EIR**.** There would be no new or more severe impacts than identified in the prior EIR.

Schools?

The proposed revised project itself consists of the development of a new school. There would be **no impact** the same as the prior EIR.

Parks?

The IS determined that there would be no impact related to demand for parks. The proposed revised project would include open fields and recreational facilities and the future adjacent high school also includes recreational facilities, which would be accessible to all students. Therefore, the proposed revised project would not result in new or altered parks and **no impact** would occur, the same as the EIR.

Other public facilities?

The revised project would not include new residential development that would require new or altered public facilities, including libraries or community centers. Therefore, **no impact** would occur.

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 10-2: Prepare a Traffic Management Plan and Coordinate with Public Service Providers

CUSD will coordinate with fire protection and law enforcement officials to identify roadways that will be used during construction and to determine how to avoid impeding emergency vehicles. CUSD will prepare a traffic management plan to maintain traffic flow on area roadways during construction. CUSD will inform the CFD and CPD of construction activity hours and the roadways that will be used by construction vehicles.

3.16 Recreation

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The IS determined that there would be no impact to existing parks and no impact related to the construction or expansion of recreation facilities. As such, these topics were not discussed in detail in the EIR.

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

As previously discussed, the IS determined there would be no impacts to parks. The proposed revised project would contribute to an increase in students and staff but the revised project includes on-site recreational facilities and students would also have access to the adjacent school recreation facilities as well. The revised project would not significantly increase the use of existing parks or recreational facilities such that deterioration would occur or be accelerated. There would be **no impact**, as identified in the prior EIR.

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

The proposed revised project would include recreational facilities, as discussed in this Addendum and adequately addressed by the IS. The proposed revised project would have no adverse physical effects on existing parks or recreational facilities. There would be **no impact**, as identified in the prior EIR.

3.17 Transportation

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

The EIR identified several potential project impacts related to level of service (LOS) and identified mitigation measures to reduce these impacts. An evaluation of transportation impacts using LOS as the metric to evaluate potential impacts is no longer used to assess transportation impacts in CEQA documents; therefore, this Addendum does not address this topic. The recommended approach to transportation impacts is now vehicle miles traveled (VMT). VMT, similar to GHG, would not be considered "new information" under Section 15162 of the CEQA Guidelines, as VMT was both understood and used in certain analyses (notably air emissions). An analysis of VMT was not prepared to evaluate transportation impacts in the EIR; however, a discussion of the proposed revised project's VMT impacts is included below. Potential impacts to transit, bicycle and pedestrian facilities were evaluated in the EIR and determined to be less than significant. Emergency access and hazards due to site design were not evaluated in the EIR; however, a discussion of the proposed revised project's impacts is included below.

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

The proposed revised project would be associated with vehicle trips of students, family members, and staff and teachers traveling to and from the Inspire Charter School. However, the Inspire Charter School currently exists at a temporary location at the Chico High School campus and generates vehicle trips accessing this site. Under the proposed revised project, the Inspire Charter School would be relocated approximately 3 miles southeast of the existing temporary location. The proposed revised project would not contribute to a substantial increase in students, teachers or staff and additional trips from new students and employees are not anticipated to conflict with any programs or plans that address circulation and modes of transportation. The project site is located close to several Butte Regional Transit bus stops including Notre Dame Boulevard & Forest Avenue (0.1 mile west), Notre Dame Boulevard & Skyway (0.2 mile southwest),

and Skyway & Forest Avenue (0.3 mile south). The revised project would be located within a larger school site and would not conflict with any public transit, roadway, bicycle, or pedestrian facilities, consistent with the EIR. Thus, the proposed revised project would not conflict with any programs, plans, ordinances, or policies addressing the circulation system and impacts would remain **less than significant** the same as the prior EIR. There would be no new or more severe impacts than identified in the prior EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As previously discussed, the proposed revised project would not contribute to a substantial increase in students, teachers or staff relative to their existing school and additional trips from new students and employees are not anticipated to result in a substantial change in the amount of VMT as compared to their existing facility located on the Chico High School campus. The revised project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) and impacts would be **less than significant**.

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

The EIR did not identify any impact regarding increased hazards from design features or incompatible uses. The proposed revised project includes new access from Fremont Street, which would be extended east along the southern side of the project site. East of the project site, Fremont Street would also be extended south to connect to Raley Boulevard. New site access would not introduce any geometric design features such as sharp curves or dangerous intersections and would not involve any incompatible uses. Therefore, there would be **no impact.** There would be no new or more severe impacts than identified in the prior EIR.

d) Would the project result in inadequate emergency access?

The EIR did not address emergency access. The Division of the State Architect maintains minimum requirements for emergency access, which include minimum roadway width and turning radii for emergency vehicle apparatus. The proposed revised project would introduce new site access which is reviewed for adequate emergency access by the Division of the State Architect.. With approval of the proposed revised project by the Division of the State Architect, the proposed revised project would not result in inadequate emergency access and the impact is **less than significant.**

3.18 Tribal Cultural Resources

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒

Assembly Bill (AB) 52 was signed into law in September 2014. to provide California Native American tribes, an opportunity to engage in formal consultation with public agencies considering approval of projects that could result in impacts to "tribal cultural resources." As of July 1, 2015 lead agencies are required to notify Native American tribes of any upcoming projects subject to CEQA requiring public review (e.g., EIR, MND). Although the EIR predates these requirements, the EIR did determine that there is the potential for tribal cultural resources to be unearthed during project construction activities and would require mitigation to reduce this impact to less than significant.

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

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

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

As noted in Section 3.5, Cultural Resources, there are no known tribal cultural resources identified within the project site or in its immediate vicinity. However, the EIR determined that there is the potential for tribal cultural resources to be unearthed during project construction activities. Mitigation Measure 6-1 addresses the procedure in the event of discovery of tribal cultural resources and would reduce this impact to a less-than-significant level. The proposed revised project site was considered in the EIR and would also be required to comply with Mitigation Measure 6-1. Impacts would remain **less-than-significant with mitigation** the same as the EIR**.**

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 6-1: Stop Work if Cultural Resources are Discovered During Construction

If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with CUSD and other appropriate agencies.

If human remains are discovered during project construction, work will stop at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Pub. Res. Code, Section 7050.5). The county coroner will be contacted to determine if the cause of death must be investigated.

If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of NAHC (Pub. Res. Code, Section 5097). The coroner will contact NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98. Work may resume if NAHC is unable to identify a descendant or the descendant failed to make a recommendation.

3.19 Utilities and Service Systems

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

The EIR determined that there would be less-than-significant impacts regarding increased demand for water and sewer facilities, but significant impacts regarding increased demand for stormwater drainage facilities and temporary disruption of these utilities during construction. According to the IS, solid waste impacts were to be addressed in further detail in the EIR. However, solid waste was not addressed in the EIR and therefore this impact is assumed to have been considered less than significant.

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

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

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

The proposed revised project would replace future hardcourt play areas with a new school. The EIR identified impacts to water supply and wastewater treatment and conveyance as less than significant. The proposed revised project would be served by the existing water, wastewater, stormwater drainage, telecommunications, and electric power infrastructure near the project site, with new service connections provided.

The CUSD receives potable water from the California Water Service Company (Cal Water), which derives its resources from the Sacramento Valley Groundwater Basin. Groundwater is entirely extracted from aquifers of the Sacramento River Valley. The EIR determined that there would be an adequate water supply to serve the prior approved project and the impact would be less than significant. The proposed revised project is estimated to increase water demand by approximately 2,310 gallons per day (GPD) based on school water use factors[4]. This would be an increase of about 28%. According to the 2020 Urban Water Management Plan (UWMP) prepared for the Cal Water Chico-Hamilton City District, school water demand is incorporated into institutional/government land uses. Growth of these land use categories is based on Butte County Association of Governments (BCAG) projections. BCAG projections, in turn are based on local general plans and population growth forecasts. The proposed revised project is consistent with the general plan, which designated the project site as public facilities and services. The students that would be served by the proposed revised project are District students, already accounted for in the Chico student population forecasts, and therefore consistent with growth projections. Given that the overall the land use and student growth served by the project is consistent with land use projections, the increase in water usage at the project site is not considered substantially greater, and would not constitute a significant impact.

According to the UWMP, water supplies are reliable regardless of water year including normal, dry, and multiple dry years (Cal Water 2021). In 2020, water demand in the Chico-Hamilton City District was 22,667 acre-feet per year (AFY). An increase of 2,310 GPD (2.59 AFY) of water demand would represent a miniscule increase relative to current water demand in the Chico-Hamilton District which has consistently reliable water supplies. Therefore, total water supplies are expected to be sufficient to meet projected water demands under all hydrologic conditions, including in normal, single dry, and multiple dry years.

The EIR determined that impacts related to wastewater services would be less than significant. The proposed revised project would connect to existing City sewer lines and is estimated to increase wastewater flows by 1,650 GPD. Wastewater treatment is provided by the City of Chico Water Pollution Control Plant (WPCP), which has a 12 million gallon per day (MGD) capacity. As of the October 2018 Butte Local Agency Formation Commission (LAFCO) Municipal Services Review (MSR), the average daily dry weather flow was 7.5 MGD (Butte LAFCO 2018). An increase of 1,650 GPD (.00165 MGD) of sewer demand from the proposed revised project would be a miniscule increase to the current wastewater demand in the City.

The EIR determined that construction activities of the prior approved project would potentially disrupt existing water, wastewater, and stormwater infrastructure at the project site. Mitigation Measure 10-1, which requires coordination with the City of Chico Public Works and Cal Water to avoid damage to existing

[4] The school water use factors are from the Irvine Ranch Water District (IRWD) as neither CalWater nor the City of Chico have provided detailed school water use factors.

utilities infrastructure would ensure impacts from the proposed revised project are **less-than- significant with mitigation** as per the prior EIR**.**

As previously discussed, the EIR determined that development of Site 10 would require construction of an on-site detention basin in accordance with Mitigation Measure 10-3 (see Section 3.10, Hydrology and Water Quality). Compliance with Mitigation Measure 10-3 would ensure that stormwater drainage impacts are **less-than-significant with mitigation**, as per the prior EIR.

The proposed project would be served by existing electric power, natural gas, and telecommunications facilities. Adequate supply of electricity and natural gas is available to serve the revises project. Therefore, impacts would be **less than significant**, as per the prior EIR.

d-e) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The EIR did not identify any significant impacts related to solid waste. The proposed revised project would replace proposed hardcourt pay areas with a charter school. This new use would generate an increase in solid waste. However, the amount of solid waste generated would not be in excess of State or local standards or exceed the capacity of the landfill. There are no proposed uses that would result in any waste generation at higher rates than what is typical for a school, and thus the proposed revised project would also not impair the attainment of any solid waste reduction goals. The proposed revised project would comply with all applicable federal, state, and local regulations related to solid waste. Impacts would be **less than significant** the same as the EIR**.** There would be no new or more severe impacts than identified in the prior EIR.

Mitigation Measures

The following Mitigation Measure was included in the EIR and remains applicable to the proposed revised project.

Mitigation Measure 10-1: Coordinate Construction Activity with Service and Utility Providers and Chico Public Works Department

Before beginning construction activities, CUSD will coordinate with the City of Chico Public Works Department and CWSC to identify and avoid damage to existing water, wastewater, and stormwater infrastructure at the project site. In addition, CUSD will inform affected public service and utility providers of school construction activities. CUSD will provide applicable and sufficient construction activity information to the service provider, such as schedule, roads used to access the project site, types of vehicles and machinery used for construction, and number of employees working at the project site. CUSD will coordinate construction activity with the provider to maintain current levels of service. CUSD also will coordinate the installation of improvements and extensions with service providers.

Mitigation Measure 10-3: Construct an On-Site Stormwater Detention Facility

CUSD will construct stormwater detention facilities on-site. Construction will require CUSD to coordinate with the City to ensure that standards and city requirements are met. The facility will have adequate capacity to prevent any increase in peak stormwater flows and downstream flooding.

3.20 Wildfire

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

On December 28, 2018, amendments were added to Appendix G to include analysis of wildfire hazard impacts. Impacts related to wildfire hazards were not analyzed in the previous EIR but are included in the following discussion. Although the IS prepared for the prior EIR identified wildfire as an issue to be considered in the EIR, the EIR did not address wildfire, and is therefore considered less than significant. According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is in a Local Responsibility Area and is not in or near a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2021). The closest VHRHSZ areas are approximately 5.5 miles east in the State Responsibility Area . The proposed revised project does not include any new components that would cause or exacerbate wildfire risks.

a-d) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

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

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

Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not located in or near lands classified as VHFHSZs nor is the project site within a State Responsibility area; therefore the revised project would not result in any new or substantially greater impact associated with wildfire hazards, including emergency response/evacuation, uncontrolled wildfire spread, or post-fire effects.

3.21 Mandatory Findings of Significance

	New Potentially Significant Impact	New Less Than Significant Impact With Mitigation Incorporated	New Less Than Significant Impact	No Substantial Change from Previous Analysis
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

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

To ensure that the proposed revised project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, the District will comply with Mitigation Measures 5-1, 5-2, and 5-3 included in the prior EIR. Impacts would be **less than significant with mitigation.** There would be no new or more severe biological resources impacts than identified in the prior EIR.

To ensure that cultural resources impacts are less than significant, the EIR identified Mitigation Measure 6-1 for the inadvertent discovery or disturbance of cultural resources or human remains during ground-disturbing activities. The proposed revised project would comply with Mitigation Measure 6-1 to reduce the potential impact to cultural resources. Thus, the impact would be **less than significant with mitigation**. There would be no new or more severe cultural resources impacts than identified in the prior EIR.

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

The analysis provided throughout this document demonstrates that the project's contribution to any existing cumulative impacts would be reduced to less-than-significant levels through mitigation and any contribution to an existing cumulative impact would be very small and would not be considered cumulatively considerable. Therefore, the impact would be **less than significant with mitigation**.

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

The analysis provided throughout this document identifies project impacts on human beings that may be potentially significant and identifies mitigation measures that would reduce each impact to a less-than-significant level, with the exception of a significant and unavoidable light and glare impact. However, this would not be an increase from the impact identified in the prior EIR. As such, impacts related to light and glare from the proposed revised project would remain **significant and unavoidable** the same as the prior project.

4 References and Preparers

4.1 References Cited

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4.2 List of Preparers

Chico Unified School District

Julia Kistle, Director, Facilities & Construction

Dudek

Brian Grattidge, Project Manager
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Ian McIntire, Air Quality, GHG, Energy
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Appendix A

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CUSD Canyon View High School (Approved Project)

Butte County AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	2,000.00	Student	6.09	200,000.00	0
Parking Lot	1,180.00	Space	10.62	472,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	71
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CUSD Canyon View High School (Approved Project). BCAQMD.

Land Use - Approved HS would have up to 2,000 students, facilities would total up to 200,000 square feet of building floor space on 50-acre site. 1,180 parking spaces provided.

Construction Phase - Default phasing assumed.

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Trips and VMT - Default trips

Demolition - Assume 18k square feet of building demo

Grading - Assume site balanced

Architectural Coating - Use of low VOC coatings: 50 g/L

Area Coating - Use of low VOC coatings: 50 g/L

Construction Off-road Equipment Mitigation - Water twice daily

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintParkingValue	150	50
tblLandUse	LandUseSquareFeet	265,321.96	200,000.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3900	3.2325	3.2729	7.6600e-003	0.4580	0.1330	0.5910	0.1647	0.1243	0.2891	0.0000	689.9052	689.9052	0.1048	0.0340	702.6524
2023	0.6556	1.1147	1.3939	3.2900e-003	0.1084	0.0428	0.1513	0.0296	0.0403	0.0698	0.0000	297.3178	297.3178	0.0377	0.0162	303.0796
Maximum	**0.6556**	**3.2325**	**3.2729**	**7.6600e-003**	**0.4580**	**0.1330**	**0.5910**	**0.1647**	**0.1243**	**0.2891**	**0.0000**	**689.9052**	**689.9052**	**0.1048**	**0.0340**	**702.6524**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3900	3.2324	3.2729	7.6600e-003	0.3232	0.1330	0.4561	0.1061	0.1243	0.2304	0.0000	689.9048	689.9048	0.1048	0.0340	702.6519
2023	0.6556	1.1147	1.3939	3.2900e-003	0.1084	0.0428	0.1513	0.0296	0.0403	0.0698	0.0000	297.3177	297.3177	0.0377	0.0162	303.0794
Maximum	**0.6556**	**3.2324**	**3.2729**	**7.6600e-003**	**0.3232**	**0.1330**	**0.4561**	**0.1061**	**0.1243**	**0.2304**	**0.0000**	**689.9048**	**689.9048**	**0.1048**	**0.0340**	**702.6519**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**23.81**	**0.00**	**18.17**	**30.20**	**0.00**	**16.35**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8639	2.6000e-004	0.0292	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0568	0.0568	1.5000e-004	0.0000	0.0605
Energy	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	406.6556	406.6556	0.0279	7.6400e-003	409.6289
Mobile	1.7366	2.2981	12.5004	0.0211	2.0180	0.0240	2.0421	0.5407	0.0226	0.5633	0.0000	1,994.8482	1,994.8482	0.1615	0.1263	2,036.5284
Waste						0.0000	0.0000		0.0000	0.0000	74.0917	0.0000	74.0917	4.3787	0.0000	183.5591
Water						0.0000	0.0000		0.0000	0.0000	2.7950	11.7468	14.5418	0.2890	7.0100e-003	23.8547
Total	**2.6274**	**2.5423**	**12.7344**	**0.0226**	**2.0180**	**0.0427**	**2.0607**	**0.5407**	**0.0413**	**0.5819**	**76.8867**	**2,413.3074**	**2,490.1940**	**4.8572**	**0.1410**	**2,653.6316**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.8639	2.6000e-004	0.0292	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0568	0.0568	1.5000e-004	0.0000	0.0605
Energy	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	406.6556	406.6556	0.0279	7.6400e-003	409.6289
Mobile	1.7366	2.2981	12.5004	0.0211	2.0180	0.0240	2.0421	0.5407	0.0226	0.5633	0.0000	1,994.8482	1,994.8482	0.1615	0.1263	2,036.5284
Waste						0.0000	0.0000		0.0000	0.0000	74.0917	0.0000	74.0917	4.3787	0.0000	183.5591
Water						0.0000	0.0000		0.0000	0.0000	2.7950	11.7468	14.5418	0.2890	7.0100e-003	23.8547
Total	**2.6274**	**2.5423**	**12.7344**	**0.0226**	**2.0180**	**0.0427**	**2.0607**	**0.5407**	**0.0413**	**0.5819**	**76.8867**	**2,413.3074**	**2,490.1940**	**4.8572**	**0.1410**	**2,653.6316**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/25/2022	5	30	
4	Building Construction	Building Construction	3/26/2022	5/19/2023	5	300	
5	Paving	Paving	5/20/2023	6/16/2023	5	20	
6	Architectural Coating	Architectural Coating	6/17/2023	7/14/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 10.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 300,000; Non-Residential Outdoor: 100,000; Striped Parking Area: 28,320

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	82.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	282.00	110.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.8600e-003	0.0000	8.8600e-003	1.3400e-003	0.0000	1.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**	**8.8600e-003**	**0.0124**	**0.0213**	**1.3400e-003**	**0.0116**	**0.0129**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6000e-004	6.7700e-003	1.2600e-003	3.0000e-005	6.9000e-004	6.0000e-005	7.6000e-004	1.9000e-004	6.0000e-005	2.5000e-004	0.0000	2.4534	2.4534	1.0000e-005	3.9000e-004	2.5685
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.6000e-004	3.7200e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6990	0.6990	4.0000e-005	3.0000e-005	0.7082
Total	**6.8000e-004**	**7.1300e-003**	**4.9800e-003**	**4.0000e-005**	**1.4900e-003**	**7.0000e-005**	**1.5600e-003**	**4.0000e-004**	**7.0000e-005**	**4.7000e-004**	**0.0000**	**3.1525**	**3.1525**	**5.0000e-005**	**4.2000e-004**	**3.2767**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.9900e-003	0.0000	3.9900e-003	6.0000e-004	0.0000	6.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**	**3.9900e-003**	**0.0124**	**0.0164**	**6.0000e-004**	**0.0116**	**0.0122**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6000e-004	6.7700e-003	1.2600e-003	3.0000e-005	6.9000e-004	6.0000e-005	7.6000e-004	1.9000e-004	6.0000e-005	2.5000e-004	0.0000	2.4534	2.4534	1.0000e-005	3.9000e-004	2.5685
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.6000e-004	3.7200e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6990	0.6990	4.0000e-005	3.0000e-005	0.7082
Total	**6.8000e-004**	**7.1300e-003**	**4.9800e-003**	**4.0000e-005**	**1.4900e-003**	**7.0000e-005**	**1.5600e-003**	**4.0000e-004**	**7.0000e-005**	**4.7000e-004**	**0.0000**	**3.1525**	**3.1525**	**5.0000e-005**	**4.2000e-004**	**3.2767**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4194	0.4194	2.0000e-005	2.0000e-005	0.4249
Total	**3.1000e-004**	**2.1000e-004**	**2.2300e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4194**	**0.4194**	**2.0000e-005**	**2.0000e-005**	**0.4249**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0442**	**8.0600e-003**	**0.0523**	**0.0227**	**7.4200e-003**	**0.0302**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4194	0.4194	2.0000e-005	2.0000e-005	0.4249
Total	**3.1000e-004**	**2.1000e-004**	**2.2300e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4194**	**0.4194**	**2.0000e-005**	**2.0000e-005**	**0.4249**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8019	81.8019	0.0265	0.0000	82.4633
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.1381**	**0.0245**	**0.1626**	**0.0548**	**0.0226**	**0.0774**	**0.0000**	**81.8019**	**81.8019**	**0.0265**	**0.0000**	**82.4633**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.1000e-004	7.4300e-003	2.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3981	1.3981	7.0000e-005	6.0000e-005	1.4164
Total	**1.0400e-003**	**7.1000e-004**	**7.4300e-003**	**2.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.3981**	**1.3981**	**7.0000e-005**	**6.0000e-005**	**1.4164**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0621	0.0000	0.0621	0.0247	0.0000	0.0247	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8018	81.8018	0.0265	0.0000	82.4632
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.0621**	**0.0245**	**0.0866**	**0.0247**	**0.0226**	**0.0472**	**0.0000**	**81.8018**	**81.8018**	**0.0265**	**0.0000**	**82.4632**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.1000e-004	7.4300e-003	2.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3981	1.3981	7.0000e-005	6.0000e-005	1.4164
Total	**1.0400e-003**	**7.1000e-004**	**7.4300e-003**	**2.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.3981**	**1.3981**	**7.0000e-005**	**6.0000e-005**	**1.4164**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1706	1.5616	1.6363	2.6900e-003		0.0809	0.0809		0.0761	0.0761	0.0000	231.7252	231.7252	0.0555	0.0000	233.1131
Total	**0.1706**	**1.5616**	**1.6363**	**2.6900e-003**		**0.0809**	**0.0809**		**0.0761**	**0.0761**	**0.0000**	**231.7252**	**231.7252**	**0.0555**	**0.0000**	**233.1131**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0233	0.5907	0.1831	1.9800e-003	0.0592	5.9300e-003	0.0652	0.0172	5.6700e-003	0.0228	0.0000	189.2806	189.2806	1.0900e-003	0.0283	197.7347
Worker	0.0975	0.0668	0.6988	1.4200e-003	0.1501	1.0200e-003	0.1511	0.0399	9.4000e-004	0.0409	0.0000	131.4176	131.4176	6.6600e-003	5.2200e-003	133.1395
Total	**0.1208**	**0.6576**	**0.8819**	**3.4000e-003**	**0.2093**	**6.9500e-003**	**0.2162**	**0.0571**	**6.6100e-003**	**0.0637**	**0.0000**	**320.6983**	**320.6983**	**7.7500e-003**	**0.0335**	**330.8742**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1706	1.5616	1.6363	2.6900e-003		0.0809	0.0809		0.0761	0.0761	0.0000	231.7250	231.7250	0.0555	0.0000	233.1128
Total	**0.1706**	**1.5616**	**1.6363**	**2.6900e-003**		**0.0809**	**0.0809**		**0.0761**	**0.0761**	**0.0000**	**231.7250**	**231.7250**	**0.0555**	**0.0000**	**233.1128**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0233	0.5907	0.1831	1.9800e-003	0.0592	5.9300e-003	0.0652	0.0172	5.6700e-003	0.0228	0.0000	189.2806	189.2806	1.0900e-003	0.0283	197.7347
Worker	0.0975	0.0668	0.6988	1.4200e-003	0.1501	1.0200e-003	0.1511	0.0399	9.4000e-004	0.0409	0.0000	131.4176	131.4176	6.6600e-003	5.2200e-003	133.1395
Total	**0.1208**	**0.6576**	**0.8819**	**3.4000e-003**	**0.2093**	**6.9500e-003**	**0.2162**	**0.0571**	**6.6100e-003**	**0.0637**	**0.0000**	**320.6983**	**320.6983**	**7.7500e-003**	**0.0335**	**330.8742**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0786	0.7192	0.8122	1.3500e-003		0.0350	0.0350		0.0329	0.0329	0.0000	115.9024	115.9024	0.0276	0.0000	116.5917
Total	**0.0786**	**0.7192**	**0.8122**	**1.3500e-003**		**0.0350**	**0.0350**		**0.0329**	**0.0329**	**0.0000**	**115.9024**	**115.9024**	**0.0276**	**0.0000**	**116.5917**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.2000e-003	0.2495	0.0819	9.6000e-004	0.0296	1.5400e-003	0.0312	8.5700e-003	1.4700e-003	0.0101	0.0000	91.5734	91.5734	3.5000e-004	0.0136	95.6482
Worker	0.0450	0.0296	0.3197	6.9000e-004	0.0750	4.8000e-004	0.0755	0.0200	4.4000e-004	0.0204	0.0000	64.0373	64.0373	3.0100e-003	2.4100e-003	64.8294
Total	**0.0522**	**0.2791**	**0.4017**	**1.6500e-003**	**0.1046**	**2.0200e-003**	**0.1067**	**0.0285**	**1.9100e-003**	**0.0305**	**0.0000**	**155.6107**	**155.6107**	**3.3600e-003**	**0.0161**	**160.4776**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0786	0.7192	0.8122	1.3500e-003		0.0350	0.0350		0.0329	0.0329	0.0000	115.9022	115.9022	0.0276	0.0000	116.5915
Total	**0.0786**	**0.7192**	**0.8122**	**1.3500e-003**		**0.0350**	**0.0350**		**0.0329**	**0.0329**	**0.0000**	**115.9022**	**115.9022**	**0.0276**	**0.0000**	**116.5915**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.2000e-003	0.2495	0.0819	9.6000e-004	0.0296	1.5400e-003	0.0312	8.5700e-003	1.4700e-003	0.0101	0.0000	91.5734	91.5734	3.5000e-004	0.0136	95.6482
Worker	0.0450	0.0296	0.3197	6.9000e-004	0.0750	4.8000e-004	0.0755	0.0200	4.4000e-004	0.0204	0.0000	64.0373	64.0373	3.0100e-003	2.4100e-003	64.8294
Total	**0.0522**	**0.2791**	**0.4017**	**1.6500e-003**	**0.1046**	**2.0200e-003**	**0.1067**	**0.0285**	**1.9100e-003**	**0.0305**	**0.0000**	**155.6107**	**155.6107**	**3.3600e-003**	**0.0161**	**160.4776**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0242**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	3.4000e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6813	0.6813	3.0000e-005	3.0000e-005	0.6897
Total	**4.8000e-004**	**3.1000e-004**	**3.4000e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6813**	**0.6813**	**3.0000e-005**	**3.0000e-005**	**0.6897**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0242**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	3.4000e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6813	0.6813	3.0000e-005	3.0000e-005	0.6897
Total	**4.8000e-004**	**3.1000e-004**	**3.4000e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6813**	**0.6813**	**3.0000e-005**	**3.0000e-005**	**0.6897**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4963					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.4982**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7900e-003	1.1800e-003	0.0127	3.0000e-005	2.9800e-003	2.0000e-005	3.0000e-003	7.9000e-004	2.0000e-005	8.1000e-004	0.0000	2.5433	2.5433	1.2000e-004	1.0000e-004	2.5748
Total	**1.7900e-003**	**1.1800e-003**	**0.0127**	**3.0000e-005**	**2.9800e-003**	**2.0000e-005**	**3.0000e-003**	**7.9000e-004**	**2.0000e-005**	**8.1000e-004**	**0.0000**	**2.5433**	**2.5433**	**1.2000e-004**	**1.0000e-004**	**2.5748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4963					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.4982**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7900e-003	1.1800e-003	0.0127	3.0000e-005	2.9800e-003	2.0000e-005	3.0000e-003	7.9000e-004	2.0000e-005	8.1000e-004	0.0000	2.5433	2.5433	1.2000e-004	1.0000e-004	2.5748
Total	**1.7900e-003**	**1.1800e-003**	**0.0127**	**3.0000e-005**	**2.9800e-003**	**2.0000e-005**	**3.0000e-003**	**7.9000e-004**	**2.0000e-005**	**8.1000e-004**	**0.0000**	**2.5433**	**2.5433**	**1.2000e-004**	**1.0000e-004**	**2.5748**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7366	2.2981	12.5004	0.0211	2.0180	0.0240	2.0421	0.5407	0.0226	0.5633	0.0000	1,994.8482	1,994.8482	0.1615	0.1263	2,036.5284
Unmitigated	1.7366	2.2981	12.5004	0.0211	2.0180	0.0240	2.0421	0.5407	0.0226	0.5633	0.0000	1,994.8482	1,994.8482	0.1615	0.1263	2,036.5284

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	4,060.00	1,160.00	500.00	5,470,939	5,470,939
Parking Lot	0.00	0.00	0.00		
Total	4,060.00	1,160.00	500.00	5,470,939	5,470,939

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	6.00	6.00	6.00	77.80	17.20	5.00	75	19	6
Parking Lot	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Parking Lot	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	141.1173	141.1173	0.0228	2.7700e-003	142.5127
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	141.1173	141.1173	0.0228	2.7700e-003	142.5127
NaturalGas Mitigated	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	265.5383	265.5383	5.0900e-003	4.8700e-003	267.1163
NaturalGas Unmitigated	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	265.5383	265.5383	5.0900e-003	4.8700e-003	267.1163

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High School	4.976e+006	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	265.5383	265.5383	5.0900e-003	4.8700e-003	267.1163
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0268**	**0.2439**	**0.2049**	**1.4600e-003**		**0.0185**	**0.0185**		**0.0185**	**0.0185**	**0.0000**	**265.5383**	**265.5383**	**5.0900e-003**	**4.8700e-003**	**267.1163**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High School	4.976e+006	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	265.5383	265.5383	5.0900e-003	4.8700e-003	267.1163
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0268**	**0.2439**	**0.2049**	**1.4600e-003**		**0.0185**	**0.0185**		**0.0185**	**0.0185**	**0.0000**	**265.5383**	**265.5383**	**5.0900e-003**	**4.8700e-003**	**267.1163**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	1.36e+006	125.8323	0.0204	2.4700e-003	127.0766
Parking Lot	165200	15.2849	2.4700e-003	3.0000e-004	15.4361
Total		**141.1173**	**0.0228**	**2.7700e-003**	**142.5127**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	1.36e+006	125.8323	0.0204	2.4700e-003	127.0766
Parking Lot	165200	15.2849	2.4700e-003	3.0000e-004	15.4361
Total		**141.1173**	**0.0228**	**2.7700e-003**	**142.5127**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.8639	2.6000e-004	0.0292	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0568	0.0568	1.5000e-004	0.0000	0.0605
Unmitigated	0.8639	2.6000e-004	0.0292	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0568	0.0568	1.5000e-004	0.0000	0.0605

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	0.0496					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6800e-003	2.6000e-004	0.0292	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0568	0.0568	1.5000e-004	0.0000	0.0605
Total	**0.8639**	**2.6000e-004**	**0.0292**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**0.0568**	**0.0568**	**1.5000e-004**	**0.0000**	**0.0605**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0496					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6800e-003	2.6000e-004	0.0292	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0568	0.0568	1.5000e-004	0.0000	0.0605
Total	**0.8639**	**2.6000e-004**	**0.0292**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**0.0568**	**0.0568**	**1.5000e-004**	**0.0000**	**0.0605**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.5418	0.2890	7.0100e-003	23.8547
Unmitigated	14.5418	0.2890	7.0100e-003	23.8547

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High School	8.80992 / 22.6541	14.5418	0.2890	7.0100e-003	23.8547
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.5418**	**0.2890**	**7.0100e-003**	**23.8547**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High School	8.80992 / 22.6541	14.5418	0.2890	7.0100e-003	23.8547
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.5418**	**0.2890**	**7.0100e-003**	**23.8547**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	74.0917	4.3787	0.0000	183.5591
Unmitigated	74.0917	4.3787	0.0000	183.5591

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High School	365	74.0917	4.3787	0.0000	183.5591
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**74.0917**	**4.3787**	**0.0000**	**183.5591**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High School	365	74.0917	4.3787	0.0000	183.5591
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**74.0917**	**4.3787**	**0.0000**	**183.5591**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CUSD Canyon View High School (Approved Project)

Butte County AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	2,000.00	Student	6.09	200,000.00	0
Parking Lot	1,180.00	Space	10.62	472,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	71
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CUSD Canyon View High School (Approved Project). BCAQMD.

Land Use - Approved HS would have up to 2,000 students, facilities would total up to 200,000 square feet of building floor space on 50-acre site. 1,180 parking spaces provided.

Construction Phase - Default phasing assumed.

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

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Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Trips and VMT - Default trips

Demolition - Assume 18k square feet of building demo

Grading - Assume site balanced

Architectural Coating - Use of low VOC coatings: 50 g/L

Area Coating - Use of low VOC coatings: 50 g/L

Construction Off-road Equipment Mitigation - Water twice daily

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintParkingValue	150	50
tblLandUse	LandUseSquareFeet	265,321.96	200,000.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.7107	38.8870	29.6206	0.0632	19.7570	1.6356	21.3702	10.1290	1.5048	11.6132	0.0000	6,232.9600	6,232.9600	1.9491	0.3657	6,359.2677
2023	50.0454	19.6645	25.3009	0.0612	2.1802	0.7401	2.9202	0.5924	0.6967	1.2890	0.0000	6,124.2529	6,124.2529	0.7173	0.3504	6,245.6309
Maximum	**50.0454**	**38.8870**	**29.6206**	**0.0632**	**19.7570**	**1.6356**	**21.3702**	**10.1290**	**1.5048**	**11.6132**	**0.0000**	**6,232.9600**	**6,232.9600**	**1.9491**	**0.3657**	**6,359.2677**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.7107	38.8870	29.6206	0.0632	8.9457	1.6356	10.5589	4.5726	1.5048	6.0568	0.0000	6,232.9600	6,232.9600	1.9491	0.3657	6,359.2677
2023	50.0454	19.6645	25.3009	0.0612	2.1802	0.7401	2.9202	0.5924	0.6967	1.2890	0.0000	6,124.2529	6,124.2529	0.7173	0.3504	6,245.6309
Maximum	**50.0454**	**38.8870**	**29.6206**	**0.0632**	**8.9457**	**1.6356**	**10.5589**	**4.5726**	**1.5048**	**6.0568**	**0.0000**	**6,232.9600**	**6,232.9600**	**1.9491**	**0.3657**	**6,359.2677**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.28	0.00	44.51	51.82	0.00	43.07	0.00	0.00	0.00	0.00	0.00	0.00

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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	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Energy	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Mobile	16.1281	15.1691	94.6308	0.1607	14.9751	0.1711	15.1461	3.9980	0.1609	4.1589		16,738.7024	16,738.7024	1.1824	0.9539	17,052.5132
Total	**21.0241**	**16.5086**	**96.0774**	**0.1687**	**14.9751**	**0.2738**	**15.2489**	**3.9980**	**0.2636**	**4.2616**		**18,343.2662**	**18,343.2662**	**1.2150**	**0.9833**	**18,666.6532**

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	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Energy	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Mobile	16.1281	15.1691	94.6308	0.1607	14.9751	0.1711	15.1461	3.9980	0.1609	4.1589		16,738.7024	16,738.7024	1.1824	0.9539	17,052.5132
Total	**21.0241**	**16.5086**	**96.0774**	**0.1687**	**14.9751**	**0.2738**	**15.2489**	**3.9980**	**0.2636**	**4.2616**		**18,343.2662**	**18,343.2662**	**1.2150**	**0.9833**	**18,666.6532**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/25/2022	5	30	
4	Building Construction	Building Construction	3/26/2022	5/19/2023	5	300	
5	Paving	Paving	5/20/2023	6/16/2023	5	20	
6	Architectural Coating	Architectural Coating	6/17/2023	7/14/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 10.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 300,000; Non-Residential Outdoor: 100,000; Striped Parking Area: 28,320

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	82.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	282.00	110.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8859	0.0000	0.8859	0.1341	0.0000	0.1341			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.8859**	**1.2427**	**2.1286**	**0.1341**	**1.1553**	**1.2894**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0160	0.6407	0.1250	2.5500e-003	0.0719	6.4700e-003	0.0783	0.0197	6.1900e-003	0.0259		270.3566	270.3566	7.4000e-004	0.0425	283.0384
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0644	0.0326	0.4343	8.3000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		84.7443	84.7443	3.6900e-003	2.8900e-003	85.6988
Total	**0.0804**	**0.6733**	**0.5592**	**3.3800e-003**	**0.1552**	**7.0200e-003**	**0.1622**	**0.0418**	**6.6900e-003**	**0.0485**		**355.1008**	**355.1008**	**4.4300e-003**	**0.0454**	**368.7372**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3987	0.0000	0.3987	0.0604	0.0000	0.0604			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.3987**	**1.2427**	**1.6413**	**0.0604**	**1.1553**	**1.2156**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0160	0.6407	0.1250	2.5500e-003	0.0719	6.4700e-003	0.0783	0.0197	6.1900e-003	0.0259		270.3566	270.3566	7.4000e-004	0.0425	283.0384
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0644	0.0326	0.4343	8.3000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		84.7443	84.7443	3.6900e-003	2.8900e-003	85.6988
Total	**0.0804**	**0.6733**	**0.5592**	**3.3800e-003**	**0.1552**	**7.0200e-003**	**0.1622**	**0.0418**	**6.6900e-003**	**0.0485**		**355.1008**	**355.1008**	**4.4300e-003**	**0.0454**	**368.7372**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0773	0.0391	0.5211	1.0000e-003	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		101.6931	101.6931	4.4200e-003	3.4700e-003	102.8386
Total	**0.0773**	**0.0391**	**0.5211**	**1.0000e-003**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**101.6931**	**101.6931**	**4.4200e-003**	**3.4700e-003**	**102.8386**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0773	0.0391	0.5211	1.0000e-003	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		101.6931	101.6931	4.4200e-003	3.4700e-003	102.8386
Total	**0.0773**	**0.0391**	**0.5211**	**1.0000e-003**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**101.6931**	**101.6931**	**4.4200e-003**	**3.4700e-003**	**102.8386**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0859	0.0435	0.5791	1.1100e-003	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		112.9923	112.9923	4.9100e-003	3.8600e-003	114.2651
Total	**0.0859**	**0.0435**	**0.5791**	**1.1100e-003**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**112.9923**	**112.9923**	**4.9100e-003**	**3.8600e-003**	**114.2651**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.1416**	**1.6349**	**5.7765**	**1.6442**	**1.5041**	**3.1483**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0859	0.0435	0.5791	1.1100e-003	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		112.9923	112.9923	4.9100e-003	3.8600e-003	114.2651
Total	**0.0859**	**0.0435**	**0.5791**	**1.1100e-003**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**112.9923**	**112.9923**	**4.9100e-003**	**3.8600e-003**	**114.2651**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2382	5.6077	1.8024	0.0198	0.6135	0.0592	0.6727	0.1767	0.0566	0.2333		2,085.4346	2,085.4346	0.0122	0.3113	2,178.4981
Worker	1.2112	0.6131	8.1646	0.0157	1.5667	0.0103	1.5770	0.4157	9.4400e-003	0.4251		1,593.1919	1,593.1919	0.0693	0.0544	1,611.1373
Total	**1.4494**	**6.2209**	**9.9670**	**0.0354**	**2.1802**	**0.0695**	**2.2496**	**0.5924**	**0.0661**	**0.6585**		**3,678.6265**	**3,678.6265**	**0.0814**	**0.3657**	**3,789.6355**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2382	5.6077	1.8024	0.0198	0.6135	0.0592	0.6727	0.1767	0.0566	0.2333		2,085.4346	2,085.4346	0.0122	0.3113	2,178.4981
Worker	1.2112	0.6131	8.1646	0.0157	1.5667	0.0103	1.5770	0.4157	9.4400e-003	0.4251		1,593.1919	1,593.1919	0.0693	0.0544	1,611.1373
Total	**1.4494**	**6.2209**	**9.9670**	**0.0354**	**2.1802**	**0.0695**	**2.2496**	**0.5924**	**0.0661**	**0.6585**		**3,678.6265**	**3,678.6265**	**0.0814**	**0.3657**	**3,789.6355**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1494	4.7361	1.6131	0.0191	0.6135	0.0307	0.6442	0.1767	0.0294	0.2061		2,016.8418	2,016.8418	7.8800e-003	0.3002	2,106.5117
Worker	1.1187	0.5434	7.4438	0.0152	1.5667	9.6300e-003	1.5764	0.4157	8.8700e-003	0.4246		1,552.2012	1,552.2012	0.0623	0.0502	1,568.7132
Total	**1.2681**	**5.2796**	**9.0569**	**0.0343**	**2.1802**	**0.0403**	**2.2205**	**0.5924**	**0.0382**	**0.6306**		**3,569.0430**	**3,569.0430**	**0.0702**	**0.3504**	**3,675.2249**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1494	4.7361	1.6131	0.0191	0.6135	0.0307	0.6442	0.1767	0.0294	0.2061		2,016.8418	2,016.8418	7.8800e-003	0.3002	2,106.5117
Worker	1.1187	0.5434	7.4438	0.0152	1.5667	9.6300e-003	1.5764	0.4157	8.8700e-003	0.4246		1,552.2012	1,552.2012	0.0623	0.0502	1,568.7132
Total	**1.2681**	**5.2796**	**9.0569**	**0.0343**	**2.1802**	**0.0403**	**2.2205**	**0.5924**	**0.0382**	**0.6306**		**3,569.0430**	**3,569.0430**	**0.0702**	**0.3504**	**3,675.2249**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0595	0.0289	0.3960	8.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		82.5639	82.5639	3.3200e-003	2.6700e-003	83.4422
Total	**0.0595**	**0.0289**	**0.3960**	**8.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**82.5639**	**82.5639**	**3.3200e-003**	**2.6700e-003**	**83.4422**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0595	0.0289	0.3960	8.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		82.5639	82.5639	3.3200e-003	2.6700e-003	83.4422
Total	**0.0595**	**0.0289**	**0.3960**	**8.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**82.5639**	**82.5639**	**3.3200e-003**	**2.6700e-003**	**83.4422**

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3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	49.6316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**49.8232**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2222	0.1079	1.4782	3.0100e-003	0.3111	1.9100e-003	0.3130	0.0826	1.7600e-003	0.0843		308.2385	308.2385	0.0124	9.9600e-003	311.5175
Total	**0.2222**	**0.1079**	**1.4782**	**3.0100e-003**	**0.3111**	**1.9100e-003**	**0.3130**	**0.0826**	**1.7600e-003**	**0.0843**		**308.2385**	**308.2385**	**0.0124**	**9.9600e-003**	**311.5175**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	49.6316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**49.8232**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2222	0.1079	1.4782	3.0100e-003	0.3111	1.9100e-003	0.3130	0.0826	1.7600e-003	0.0843		308.2385	308.2385	0.0124	9.9600e-003	311.5175
Total	**0.2222**	**0.1079**	**1.4782**	**3.0100e-003**	**0.3111**	**1.9100e-003**	**0.3130**	**0.0826**	**1.7600e-003**	**0.0843**		**308.2385**	**308.2385**	**0.0124**	**9.9600e-003**	**311.5175**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16.1281	15.1691	94.6308	0.1607	14.9751	0.1711	15.1461	3.9980	0.1609	4.1589		16,738.7024	16,738.7024	1.1824	0.9539	17,052.5132
Unmitigated	16.1281	15.1691	94.6308	0.1607	14.9751	0.1711	15.1461	3.9980	0.1609	4.1589		16,738.7024	16,738.7024	1.1824	0.9539	17,052.5132

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	4,060.00	1,160.00	500.00	5,470,939	5,470,939
Parking Lot	0.00	0.00	0.00		
Total	4,060.00	1,160.00	500.00	5,470,939	5,470,939

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	6.00	6.00	6.00	77.80	17.20	5.00	75	19	6
Parking Lot	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Parking Lot	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
NaturalGas Unmitigated	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High School	13632.9	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1470**	**1.3366**	**1.1227**	**8.0200e-003**		**0.1016**	**0.1016**		**0.1016**	**0.1016**		**1,603.8679**	**1,603.8679**	**0.0307**	**0.0294**	**1,613.3988**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High School	13.6329	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1470**	**1.3366**	**1.1227**	**8.0200e-003**		**0.1016**	**0.1016**		**0.1016**	**0.1016**		**1,603.8679**	**1,603.8679**	**0.0307**	**0.0294**	**1,613.3988**

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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	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Unmitigated	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412

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	0.2720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4472					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0298	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Total	**4.7490**	**2.9300e-003**	**0.3238**	**2.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**		**0.6960**	**0.6960**	**1.8100e-003**		**0.7412**

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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	0.2720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4472					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0298	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Total	**4.7490**	**2.9300e-003**	**0.3238**	**2.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**		**0.6960**	**0.6960**	**1.8100e-003**		**0.7412**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CUSD Canyon View High School (Approved Project)

Butte County AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	2,000.00	Student	6.09	200,000.00	0
Parking Lot	1,180.00	Space	10.62	472,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	71
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CUSD Canyon View High School (Approved Project). BCAQMD.

Land Use - Approved HS would have up to 2,000 students, facilities would total up to 200,000 square feet of building floor space on 50-acre site. 1,180 parking spaces provided.

Construction Phase - Default phasing assumed.

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

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Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Trips and VMT - Default trips

Demolition - Assume 18k square feet of building demo

Grading - Assume site balanced

Architectural Coating - Use of low VOC coatings: 50 g/L

Area Coating - Use of low VOC coatings: 50 g/L

Construction Off-road Equipment Mitigation - Water twice daily

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintParkingValue	150	50
tblLandUse	LandUseSquareFeet	265,321.96	200,000.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6940	38.8967	29.5447	0.0631	19.7570	1.6356	21.3702	10.1290	1.5048	11.6132	0.0000	6,111.2196	6,111.2196	1.9499	0.3744	6,178.7310
2023	50.0022	20.1776	24.4272	0.0595	2.1802	0.7402	2.9204	0.5924	0.6968	1.2892	0.0000	5,948.4558	5,948.4558	0.7179	0.3588	6,072.5990
Maximum	**50.0022**	**38.8967**	**29.5447**	**0.0631**	**19.7570**	**1.6356**	**21.3702**	**10.1290**	**1.5048**	**11.6132**	**0.0000**	**6,111.2196**	**6,111.2196**	**1.9499**	**0.3744**	**6,178.7310**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6940	38.8967	29.5447	0.0631	8.9457	1.6356	10.5589	4.5726	1.5048	6.0568	0.0000	6,111.2196	6,111.2196	1.9499	0.3744	6,178.7310
2023	50.0022	20.1776	24.4272	0.0595	2.1802	0.7402	2.9204	0.5924	0.6968	1.2892	0.0000	5,948.4558	5,948.4558	0.7179	0.3588	6,072.5990
Maximum	**50.0022**	**38.8967**	**29.5447**	**0.0631**	**8.9457**	**1.6356**	**10.5589**	**4.5726**	**1.5048**	**6.0568**	**0.0000**	**6,111.2196**	**6,111.2196**	**1.9499**	**0.3744**	**6,178.7310**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.28**	**0.00**	**44.51**	**51.82**	**0.00**	**43.06**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Energy	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Mobile	11.5113	17.3946	95.5477	0.1474	14.9751	0.1712	15.1463	3.9980	0.1610	4.1591		15,356.6856	15,356.6856	1.3880	1.0387	15,700.9195
Total	**16.4072**	**18.7341**	**96.9942**	**0.1554**	**14.9751**	**0.2739**	**15.2490**	**3.9980**	**0.2638**	**4.2618**		**16,961.2494**	**16,961.2494**	**1.4205**	**1.0681**	**17,315.0595**

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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	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Energy	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Mobile	11.5113	17.3946	95.5477	0.1474	14.9751	0.1712	15.1463	3.9980	0.1610	4.1591		15,356.6856	15,356.6856	1.3880	1.0387	15,700.9195
Total	**16.4072**	**18.7341**	**96.9942**	**0.1554**	**14.9751**	**0.2739**	**15.2490**	**3.9980**	**0.2638**	**4.2618**		**16,961.2494**	**16,961.2494**	**1.4205**	**1.0681**	**17,315.0595**

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

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/25/2022	5	30	
4	Building Construction	Building Construction	3/26/2022	5/19/2023	5	300	
5	Paving	Paving	5/20/2023	6/16/2023	5	20	
6	Architectural Coating	Architectural Coating	6/17/2023	7/14/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 10.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 300,000; Non-Residential Outdoor: 100,000; Striped Parking Area: 28,320

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	82.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	282.00	110.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8859	0.0000	0.8859	0.1341	0.0000	0.1341			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.8859**	**1.2427**	**2.1286**	**0.1341**	**1.1553**	**1.2894**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0153	0.6938	0.1282	2.5600e-003	0.0719	6.4800e-003	0.0783	0.0197	6.2000e-003	0.0259		270.5639	270.5639	7.1000e-004	0.0425	283.2550
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0400	0.3774	7.4000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		74.8568	74.8568	4.2900e-003	3.3100e-003	75.9517
Total	**0.0672**	**0.7338**	**0.5055**	**3.3000e-003**	**0.1552**	**7.0300e-003**	**0.1622**	**0.0418**	**6.7000e-003**	**0.0485**		**345.4206**	**345.4206**	**5.0000e-003**	**0.0458**	**359.2066**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3987	0.0000	0.3987	0.0604	0.0000	0.0604			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.3987**	**1.2427**	**1.6413**	**0.0604**	**1.1553**	**1.2156**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0153	0.6938	0.1282	2.5600e-003	0.0719	6.4800e-003	0.0783	0.0197	6.2000e-003	0.0259		270.5639	270.5639	7.1000e-004	0.0425	283.2550
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0400	0.3774	7.4000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		74.8568	74.8568	4.2900e-003	3.3100e-003	75.9517
Total	**0.0672**	**0.7338**	**0.5055**	**3.3000e-003**	**0.1552**	**7.0300e-003**	**0.1622**	**0.0418**	**6.7000e-003**	**0.0485**		**345.4206**	**345.4206**	**5.0000e-003**	**0.0458**	**359.2066**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0622	0.0479	0.4529	8.8000e-004	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		89.8281	89.8281	5.1500e-003	3.9800e-003	91.1420
Total	**0.0622**	**0.0479**	**0.4529**	**8.8000e-004**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**89.8281**	**89.8281**	**5.1500e-003**	**3.9800e-003**	**91.1420**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0622	0.0479	0.4529	8.8000e-004	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		89.8281	89.8281	5.1500e-003	3.9800e-003	91.1420
Total	**0.0622**	**0.0479**	**0.4529**	**8.8000e-004**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**89.8281**	**89.8281**	**5.1500e-003**	**3.9800e-003**	**91.1420**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0533	0.5032	9.8000e-004	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		99.8090	99.8090	5.7200e-003	4.4200e-003	101.2689
Total	**0.0692**	**0.0533**	**0.5032**	**9.8000e-004**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**99.8090**	**99.8090**	**5.7200e-003**	**4.4200e-003**	**101.2689**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.1416**	**1.6349**	**5.7765**	**1.6442**	**1.5041**	**3.1483**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0533	0.5032	9.8000e-004	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		99.8090	99.8090	5.7200e-003	4.4200e-003	101.2689
Total	**0.0692**	**0.0533**	**0.5032**	**9.8000e-004**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**99.8090**	**99.8090**	**5.7200e-003**	**4.4200e-003**	**101.2689**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2306	6.0561	1.8714	0.0198	0.6135	0.0594	0.6729	0.1767	0.0569	0.2336		2,087.8968	2,087.8968	0.0118	0.3121	2,181.2075
Worker	0.9750	0.7511	7.0948	0.0138	1.5667	0.0103	1.5770	0.4157	9.4400e-003	0.4251		1,407.3074	1,407.3074	0.0807	0.0623	1,427.8913
Total	**1.2057**	**6.8072**	**8.9661**	**0.0336**	**2.1802**	**0.0697**	**2.2499**	**0.5924**	**0.0663**	**0.6587**		**3,495.2042**	**3,495.2042**	**0.0925**	**0.3744**	**3,609.0988**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2306	6.0561	1.8714	0.0198	0.6135	0.0594	0.6729	0.1767	0.0569	0.2336		2,087.8968	2,087.8968	0.0118	0.3121	2,181.2075
Worker	0.9750	0.7511	7.0948	0.0138	1.5667	0.0103	1.5770	0.4157	9.4400e-003	0.4251		1,407.3074	1,407.3074	0.0807	0.0623	1,427.8913
Total	**1.2057**	**6.8072**	**8.9661**	**0.0336**	**2.1802**	**0.0697**	**2.2499**	**0.5924**	**0.0663**	**0.6587**		**3,495.2042**	**3,495.2042**	**0.0925**	**0.3744**	**3,609.0988**

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3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1407	5.1274	1.6728	0.0192	0.6135	0.0308	0.6443	0.1767	0.0295	0.2062		2,021.6360	2,021.6360	7.4800e-003	0.3014	2,111.6446
Worker	0.9010	0.6653	6.5105	0.0134	1.5667	9.6300e-003	1.5764	0.4157	8.8700e-003	0.4246		1,371.6099	1,371.6099	0.0730	0.0574	1,390.5483
Total	**1.0417**	**5.7927**	**8.1832**	**0.0326**	**2.1802**	**0.0405**	**2.2207**	**0.5924**	**0.0384**	**0.6308**		**3,393.2459**	**3,393.2459**	**0.0805**	**0.3588**	**3,502.1929**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1407	5.1274	1.6728	0.0192	0.6135	0.0308	0.6443	0.1767	0.0295	0.2062		2,021.6360	2,021.6360	7.4800e-003	0.3014	2,111.6446
Worker	0.9010	0.6653	6.5105	0.0134	1.5667	9.6300e-003	1.5764	0.4157	8.8700e-003	0.4246		1,371.6099	1,371.6099	0.0730	0.0574	1,390.5483
Total	**1.0417**	**5.7927**	**8.1832**	**0.0326**	**2.1802**	**0.0405**	**2.2207**	**0.5924**	**0.0384**	**0.6308**		**3,393.2459**	**3,393.2459**	**0.0805**	**0.3588**	**3,502.1929**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0479	0.0354	0.3463	7.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		72.9580	72.9580	3.8800e-003	3.0500e-003	73.9653
Total	**0.0479**	**0.0354**	**0.3463**	**7.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**72.9580**	**72.9580**	**3.8800e-003**	**3.0500e-003**	**73.9653**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0479	0.0354	0.3463	7.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		72.9580	72.9580	3.8800e-003	3.0500e-003	73.9653
Total	**0.0479**	**0.0354**	**0.3463**	**7.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**72.9580**	**72.9580**	**3.8800e-003**	**3.0500e-003**	**73.9653**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	49.6316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**49.8232**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1789	0.1321	1.2929	2.6600e-003	0.3111	1.9100e-003	0.3130	0.0826	1.7600e-003	0.0843		272.3764	272.3764	0.0145	0.0114	276.1373
Total	**0.1789**	**0.1321**	**1.2929**	**2.6600e-003**	**0.3111**	**1.9100e-003**	**0.3130**	**0.0826**	**1.7600e-003**	**0.0843**		**272.3764**	**272.3764**	**0.0145**	**0.0114**	**276.1373**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	49.6316					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**49.8232**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1789	0.1321	1.2929	2.6600e-003	0.3111	1.9100e-003	0.3130	0.0826	1.7600e-003	0.0843		272.3764	272.3764	0.0145	0.0114	276.1373
Total	**0.1789**	**0.1321**	**1.2929**	**2.6600e-003**	**0.3111**	**1.9100e-003**	**0.3130**	**0.0826**	**1.7600e-003**	**0.0843**		**272.3764**	**272.3764**	**0.0145**	**0.0114**	**276.1373**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.5113	17.3946	95.5477	0.1474	14.9751	0.1712	15.1463	3.9980	0.1610	4.1591		15,356.6856	15,356.6856	1.3880	1.0387	15,700.9195
Unmitigated	11.5113	17.3946	95.5477	0.1474	14.9751	0.1712	15.1463	3.9980	0.1610	4.1591		15,356.6856	15,356.6856	1.3880	1.0387	15,700.9195

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	4,060.00	1,160.00	500.00	5,470,939	5,470,939
Parking Lot	0.00	0.00	0.00		
Total	4,060.00	1,160.00	500.00	5,470,939	5,470,939

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	6.00	6.00	6.00	77.80	17.20	5.00	75	19	6
Parking Lot	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Parking Lot	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
NaturalGas Unmitigated	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High School	13632.9	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1470**	**1.3366**	**1.1227**	**8.0200e-003**		**0.1016**	**0.1016**		**0.1016**	**0.1016**		**1,603.8679**	**1,603.8679**	**0.0307**	**0.0294**	**1,613.3988**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High School	13.6329	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1470**	**1.3366**	**1.1227**	**8.0200e-003**		**0.1016**	**0.1016**		**0.1016**	**0.1016**		**1,603.8679**	**1,603.8679**	**0.0307**	**0.0294**	**1,613.3988**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Unmitigated	4.7490	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412

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	0.2720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4472					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0298	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Total	**4.7490**	**2.9300e-003**	**0.3238**	**2.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**		**0.6960**	**0.6960**	**1.8100e-003**		**0.7412**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.4472					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0298	2.9300e-003	0.3238	2.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003		0.6960	0.6960	1.8100e-003		0.7412
Total	**4.7490**	**2.9300e-003**	**0.3238**	**2.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**		**0.6960**	**0.6960**	**1.8100e-003**		**0.7412**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CUSD Canyon View High School (Proposed Revised Project)

Butte County AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	2,000.00	Student	6.09	200,000.00	0
Elementary School	500.00	Student	0.96	42,090.00	0
Parking Lot	1,180.00	Space	10.62	472,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	71
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CUSD Canyon View High School (Proposed Revised Project). BCAQMD.

Land Use - Approved HS would have up to 2,000 students, facilities would total up to 200,000 SF of building floor space on 50-acre site. 1,180 parking spaces provided. Charter school would included 42,090 SF of buildings.

Construction Phase - Default phasing assumed.

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

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Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Trips and VMT - Default trips

Demolition - Assume 18k square feet of building demo

Grading - Assume site balanced

Architectural Coating - Use of low VOC coatings: 50 g/L

Area Coating - Use of low VOC coatings: 50 g/L

Construction Off-road Equipment Mitigation - Water twice daily

Mobile Land Use Mitigation - Improve pedestrian network

Landscape Equipment - update

Consumer Products -

Area Mitigation - Use low voc products.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintParkingValue	150	50
tblLandUse	LandUseSquareFeet	265,321.96	200,000.00
tblLandUse	LandUseSquareFeet	41,801.69	42,090.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3978	3.2744	3.3292	7.8700e-003	0.4715	0.1334	0.6049	0.1684	0.1248	0.2931	0.0000	710.3687	710.3687	0.1053	0.0361	723.7651
2023	0.7566	1.1326	1.4205	3.3900e-003	0.1153	0.0430	0.1583	0.0314	0.0404	0.0718	0.0000	307.4144	307.4144	0.0379	0.0172	313.4882
Maximum	**0.7566**	**3.2744**	**3.3292**	**7.8700e-003**	**0.4715**	**0.1334**	**0.6049**	**0.1684**	**0.1248**	**0.2931**	**0.0000**	**710.3687**	**710.3687**	**0.1053**	**0.0361**	**723.7651**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3978	3.2744	3.3292	7.8700e-003	0.3366	0.1334	0.4700	0.1097	0.1248	0.2345	0.0000	710.3682	710.3682	0.1053	0.0361	723.7646
2023	0.7566	1.1326	1.4205	3.3900e-003	0.1153	0.0430	0.1583	0.0314	0.0404	0.0718	0.0000	307.4142	307.4142	0.0379	0.0172	313.4880
Maximum	**0.7566**	**3.2744**	**3.3292**	**7.8700e-003**	**0.3366**	**0.1334**	**0.4700**	**0.1097**	**0.1248**	**0.2345**	**0.0000**	**710.3682**	**710.3682**	**0.1053**	**0.0361**	**723.7646**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**22.99**	**0.00**	**17.68**	**29.36**	**0.00**	**16.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0385	3.1000e-004	0.0337	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0658	0.0658	1.7000e-004	0.0000	0.0700
Energy	0.0325	0.2953	0.2480	1.7700e-003		0.0224	0.0224		0.0224	0.0224	0.0000	489.0195	489.0195	0.0333	9.1800e-003	492.5868
Mobile	2.0928	2.7432	14.9337	0.0251	2.3957	0.0286	2.4243	0.6418	0.0269	0.6687	0.0000	2,370.7477	2,370.7477	0.1938	0.1509	2,420.5653
Waste						0.0000	0.0000		0.0000	0.0000	92.6146	0.0000	92.6146	5.4734	0.0000	229.4488
Water						0.0000	0.0000		0.0000	0.0000	3.1795	13.3630	16.5425	0.3287	7.9700e-003	27.1367
Total	**3.1637**	**3.0388**	**15.2154**	**0.0269**	**2.3957**	**0.0512**	**2.4468**	**0.6418**	**0.0495**	**0.6913**	**95.7942**	**2,873.1960**	**2,968.9901**	**6.0293**	**0.1681**	**3,169.8077**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.9660	1.7000e-004	0.0196	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0354	0.0354	7.0000e-005	0.0000	0.0373
Energy	0.0325	0.2953	0.2480	1.7700e-003		0.0224	0.0224		0.0224	0.0224	0.0000	489.0195	489.0195	0.0333	9.1800e-003	492.5868
Mobile	2.0779	2.7013	14.7165	0.0246	2.3478	0.0281	2.3758	0.6290	0.0264	0.6554	0.0000	2,325.5732	2,325.5732	0.1917	0.1487	2,374.6871
Waste						0.0000	0.0000		0.0000	0.0000	92.6146	0.0000	92.6146	5.4734	0.0000	229.4488
Water						0.0000	0.0000		0.0000	0.0000	3.1795	13.3630	16.5425	0.3287	7.9700e-003	27.1367
Total	**3.0764**	**2.9968**	**14.9841**	**0.0264**	**2.3478**	**0.0506**	**2.3983**	**0.6290**	**0.0489**	**0.6779**	**95.7942**	**2,827.9912**	**2,923.7853**	**6.0271**	**0.1659**	**3,123.8967**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.76**	**1.38**	**1.52**	**1.79**	**2.00**	**1.13**	**1.98**	**2.00**	**1.11**	**1.94**	**0.00**	**1.57**	**1.52**	**0.04**	**1.30**	**1.45**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/25/2022	5	30	
4	Building Construction	Building Construction	3/26/2022	5/19/2023	5	300	
5	Paving	Paving	5/20/2023	6/16/2023	5	20	
6	Architectural Coating	Architectural Coating	6/17/2023	7/14/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 10.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 363,135; Non-Residential Outdoor: 121,045; Striped Parking Area: 28,320

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	83.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	300.00	117.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	60.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.9800e-003	0.0000	8.9800e-003	1.3600e-003	0.0000	1.3600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**	**8.9800e-003**	**0.0124**	**0.0214**	**1.3600e-003**	**0.0116**	**0.0129**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6000e-004	6.8600e-003	1.2800e-003	3.0000e-005	7.0000e-004	7.0000e-005	7.7000e-004	1.9000e-004	6.0000e-005	2.6000e-004	0.0000	2.4833	2.4833	1.0000e-005	3.9000e-004	2.5998
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.6000e-004	3.7200e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6990	0.6990	4.0000e-005	3.0000e-005	0.7082
Total	**6.8000e-004**	**7.2200e-003**	**5.0000e-003**	**4.0000e-005**	**1.5000e-003**	**8.0000e-005**	**1.5700e-003**	**4.0000e-004**	**7.0000e-005**	**4.8000e-004**	**0.0000**	**3.1824**	**3.1824**	**5.0000e-005**	**4.2000e-004**	**3.3080**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					4.0400e-003	0.0000	4.0400e-003	6.1000e-004	0.0000	6.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**	**4.0400e-003**	**0.0124**	**0.0165**	**6.1000e-004**	**0.0116**	**0.0122**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.6000e-004	6.8600e-003	1.2800e-003	3.0000e-005	7.0000e-004	7.0000e-005	7.7000e-004	1.9000e-004	6.0000e-005	2.6000e-004	0.0000	2.4833	2.4833	1.0000e-005	3.9000e-004	2.5998
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.6000e-004	3.7200e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6990	0.6990	4.0000e-005	3.0000e-005	0.7082
Total	**6.8000e-004**	**7.2200e-003**	**5.0000e-003**	**4.0000e-005**	**1.5000e-003**	**8.0000e-005**	**1.5700e-003**	**4.0000e-004**	**7.0000e-005**	**4.8000e-004**	**0.0000**	**3.1824**	**3.1824**	**5.0000e-005**	**4.2000e-004**	**3.3080**

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3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4194	0.4194	2.0000e-005	2.0000e-005	0.4249
Total	**3.1000e-004**	**2.1000e-004**	**2.2300e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4194**	**0.4194**	**2.0000e-005**	**2.0000e-005**	**0.4249**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0442**	**8.0600e-003**	**0.0523**	**0.0227**	**7.4200e-003**	**0.0302**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4194	0.4194	2.0000e-005	2.0000e-005	0.4249
Total	**3.1000e-004**	**2.1000e-004**	**2.2300e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4194**	**0.4194**	**2.0000e-005**	**2.0000e-005**	**0.4249**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8019	81.8019	0.0265	0.0000	82.4633
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.1381**	**0.0245**	**0.1626**	**0.0548**	**0.0226**	**0.0774**	**0.0000**	**81.8019**	**81.8019**	**0.0265**	**0.0000**	**82.4633**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.1000e-004	7.4300e-003	2.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3981	1.3981	7.0000e-005	6.0000e-005	1.4164
Total	**1.0400e-003**	**7.1000e-004**	**7.4300e-003**	**2.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.3981**	**1.3981**	**7.0000e-005**	**6.0000e-005**	**1.4164**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0621	0.0000	0.0621	0.0247	0.0000	0.0247	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8018	81.8018	0.0265	0.0000	82.4632
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.0621**	**0.0245**	**0.0866**	**0.0247**	**0.0226**	**0.0472**	**0.0000**	**81.8018**	**81.8018**	**0.0265**	**0.0000**	**82.4632**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.1000e-004	7.4300e-003	2.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3981	1.3981	7.0000e-005	6.0000e-005	1.4164
Total	**1.0400e-003**	**7.1000e-004**	**7.4300e-003**	**2.0000e-005**	**1.6000e-003**	**1.0000e-005**	**1.6100e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.3981**	**1.3981**	**7.0000e-005**	**6.0000e-005**	**1.4164**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1706	1.5616	1.6363	2.6900e-003		0.0809	0.0809		0.0761	0.0761	0.0000	231.7252	231.7252	0.0555	0.0000	233.1131
Total	**0.1706**	**1.5616**	**1.6363**	**2.6900e-003**		**0.0809**	**0.0809**		**0.0761**	**0.0761**	**0.0000**	**231.7252**	**231.7252**	**0.0555**	**0.0000**	**233.1131**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0248	0.6283	0.1948	2.1000e-003	0.0630	6.3100e-003	0.0693	0.0182	6.0300e-003	0.0243	0.0000	201.3258	201.3258	1.1600e-003	0.0301	210.3178
Worker	0.1037	0.0711	0.7434	1.5100e-003	0.1596	1.0900e-003	0.1607	0.0425	1.0000e-003	0.0435	0.0000	139.8060	139.8060	7.0900e-003	5.5500e-003	141.6377
Total	**0.1285**	**0.6994**	**0.9382**	**3.6100e-003**	**0.2226**	**7.4000e-003**	**0.2300**	**0.0607**	**7.0300e-003**	**0.0678**	**0.0000**	**341.1317**	**341.1317**	**8.2500e-003**	**0.0356**	**351.9555**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1706	1.5616	1.6363	2.6900e-003		0.0809	0.0809		0.0761	0.0761	0.0000	231.7250	231.7250	0.0555	0.0000	233.1128
Total	**0.1706**	**1.5616**	**1.6363**	**2.6900e-003**		**0.0809**	**0.0809**		**0.0761**	**0.0761**	**0.0000**	**231.7250**	**231.7250**	**0.0555**	**0.0000**	**233.1128**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0248	0.6283	0.1948	2.1000e-003	0.0630	6.3100e-003	0.0693	0.0182	6.0300e-003	0.0243	0.0000	201.3258	201.3258	1.1600e-003	0.0301	210.3178
Worker	0.1037	0.0711	0.7434	1.5100e-003	0.1596	1.0900e-003	0.1607	0.0425	1.0000e-003	0.0435	0.0000	139.8060	139.8060	7.0900e-003	5.5500e-003	141.6377
Total	**0.1285**	**0.6994**	**0.9382**	**3.6100e-003**	**0.2226**	**7.4000e-003**	**0.2300**	**0.0607**	**7.0300e-003**	**0.0678**	**0.0000**	**341.1317**	**341.1317**	**8.2500e-003**	**0.0356**	**351.9555**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0786	0.7192	0.8122	1.3500e-003		0.0350	0.0350		0.0329	0.0329	0.0000	115.9024	115.9024	0.0276	0.0000	116.5917
Total	**0.0786**	**0.7192**	**0.8122**	**1.3500e-003**		**0.0350**	**0.0350**		**0.0329**	**0.0329**	**0.0000**	**115.9024**	**115.9024**	**0.0276**	**0.0000**	**116.5917**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.6600e-003	0.2653	0.0871	1.0200e-003	0.0315	1.6400e-003	0.0331	9.1200e-003	1.5600e-003	0.0107	0.0000	97.4008	97.4008	3.7000e-004	0.0145	101.7349
Worker	0.0479	0.0315	0.3402	7.3000e-004	0.0798	5.1000e-004	0.0803	0.0213	4.7000e-004	0.0217	0.0000	68.1248	68.1248	3.2000e-003	2.5600e-003	68.9675
Total	**0.0556**	**0.2968**	**0.4273**	**1.7500e-003**	**0.1113**	**2.1500e-003**	**0.1135**	**0.0304**	**2.0300e-003**	**0.0324**	**0.0000**	**165.5256**	**165.5256**	**3.5700e-003**	**0.0171**	**170.7023**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0786	0.7192	0.8122	1.3500e-003		0.0350	0.0350		0.0329	0.0329	0.0000	115.9022	115.9022	0.0276	0.0000	116.5915
Total	**0.0786**	**0.7192**	**0.8122**	**1.3500e-003**		**0.0350**	**0.0350**		**0.0329**	**0.0329**	**0.0000**	**115.9022**	**115.9022**	**0.0276**	**0.0000**	**116.5915**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.6600e-003	0.2653	0.0871	1.0200e-003	0.0315	1.6400e-003	0.0331	9.1200e-003	1.5600e-003	0.0107	0.0000	97.4008	97.4008	3.7000e-004	0.0145	101.7349
Worker	0.0479	0.0315	0.3402	7.3000e-004	0.0798	5.1000e-004	0.0803	0.0213	4.7000e-004	0.0217	0.0000	68.1248	68.1248	3.2000e-003	2.5600e-003	68.9675
Total	**0.0556**	**0.2968**	**0.4273**	**1.7500e-003**	**0.1113**	**2.1500e-003**	**0.1135**	**0.0304**	**2.0300e-003**	**0.0324**	**0.0000**	**165.5256**	**165.5256**	**3.5700e-003**	**0.0171**	**170.7023**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0242**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	3.4000e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6813	0.6813	3.0000e-005	3.0000e-005	0.6897
Total	**4.8000e-004**	**3.1000e-004**	**3.4000e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6813**	**0.6813**	**3.0000e-005**	**3.0000e-005**	**0.6897**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0242**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.1000e-004	3.4000e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6813	0.6813	3.0000e-005	3.0000e-005	0.6897
Total	**4.8000e-004**	**3.1000e-004**	**3.4000e-003**	**1.0000e-005**	**8.0000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6813**	**0.6813**	**3.0000e-005**	**3.0000e-005**	**0.6897**

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3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5939					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.5958**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9200e-003	1.2600e-003	0.0136	3.0000e-005	3.1900e-003	2.0000e-005	3.2100e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.7250	2.7250	1.3000e-004	1.0000e-004	2.7587
Total	**1.9200e-003**	**1.2600e-003**	**0.0136**	**3.0000e-005**	**3.1900e-003**	**2.0000e-005**	**3.2100e-003**	**8.5000e-004**	**2.0000e-005**	**8.7000e-004**	**0.0000**	**2.7250**	**2.7250**	**1.3000e-004**	**1.0000e-004**	**2.7587**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5939					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.5958**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9200e-003	1.2600e-003	0.0136	3.0000e-005	3.1900e-003	2.0000e-005	3.2100e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.7250	2.7250	1.3000e-004	1.0000e-004	2.7587
Total	**1.9200e-003**	**1.2600e-003**	**0.0136**	**3.0000e-005**	**3.1900e-003**	**2.0000e-005**	**3.2100e-003**	**8.5000e-004**	**2.0000e-005**	**8.7000e-004**	**0.0000**	**2.7250**	**2.7250**	**1.3000e-004**	**1.0000e-004**	**2.7587**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.0779	2.7013	14.7165	0.0246	2.3478	0.0281	2.3758	0.6290	0.0264	0.6554	0.0000	2,325.5732	2,325.5732	0.1917	0.1487	2,374.6871
Unmitigated	2.0928	2.7432	14.9337	0.0251	2.3957	0.0286	2.4243	0.6418	0.0269	0.6687	0.0000	2,370.7477	2,370.7477	0.1938	0.1509	2,420.5653

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	4,060.00	1,160.00	500.00	5,470,939	5,361,520
Elementary School	945.00	0.00	0.00	1,023,832	1,003,355
Parking Lot	0.00	0.00	0.00		
Total	5,005.00	1,160.00	500.00	6,494,771	6,364,875

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	6.00	6.00	6.00	77.80	17.20	5.00	75	19	6
Elementary School	6.00	6.00	6.00	65.00	30.00	5.00	63	25	12
Parking Lot	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Elementary School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Parking Lot	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	167.5987	167.5987	0.0271	3.2900e-003	169.2559
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	167.5987	167.5987	0.0271	3.2900e-003	169.2559
NaturalGas Mitigated	0.0325	0.2953	0.2480	1.7700e-003		0.0224	0.0224		0.0224	0.0224	0.0000	321.4209	321.4209	6.1600e-003	5.8900e-003	323.3309
NaturalGas Unmitigated	0.0325	0.2953	0.2480	1.7700e-003		0.0224	0.0224		0.0224	0.0224	0.0000	321.4209	321.4209	6.1600e-003	5.8900e-003	323.3309

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	1.0472e+006	5.6500e-003	0.0513	0.0431	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	55.8825	55.8825	1.0700e-003	1.0200e-003	56.2146
High School	4.976e+006	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	265.5383	265.5383	5.0900e-003	4.8700e-003	267.1163
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0325**	**0.2953**	**0.2480**	**1.7700e-003**		**0.0224**	**0.0224**		**0.0224**	**0.0224**	**0.0000**	**321.4209**	**321.4209**	**6.1600e-003**	**5.8900e-003**	**323.3309**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	1.0472e+006	5.6500e-003	0.0513	0.0431	3.1000e-004		3.9000e-003	3.9000e-003		3.9000e-003	3.9000e-003	0.0000	55.8825	55.8825	1.0700e-003	1.0200e-003	56.2146
High School	4.976e+006	0.0268	0.2439	0.2049	1.4600e-003		0.0185	0.0185		0.0185	0.0185	0.0000	265.5383	265.5383	5.0900e-003	4.8700e-003	267.1163
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0325**	**0.2953**	**0.2480**	**1.7700e-003**		**0.0224**	**0.0224**		**0.0224**	**0.0224**	**0.0000**	**321.4209**	**321.4209**	**6.1600e-003**	**5.8900e-003**	**323.3309**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	286212	26.4814	4.2800e-003	5.2000e-004	26.7433
High School	1.36e+006	125.8323	0.0204	2.4700e-003	127.0766
Parking Lot	165200	15.2849	2.4700e-003	3.0000e-004	15.4361
Total		**167.5987**	**0.0271**	**3.2900e-003**	**169.2559**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	286212	26.4814	4.2800e-003	5.2000e-004	26.7433
High School	1.36e+006	125.8323	0.0204	2.4700e-003	127.0766
Parking Lot	165200	15.2849	2.4700e-003	3.0000e-004	15.4361
Total		**167.5987**	**0.0271**	**3.2900e-003**	**169.2559**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

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	0.9660	1.7000e-004	0.0196	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0354	0.0354	7.0000e-005	0.0000	0.0373
Unmitigated	1.0385	3.1000e-004	0.0337	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0658	0.0658	1.7000e-004	0.0000	0.0700

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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	0.0594					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9760					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.1100e-003	3.1000e-004	0.0337	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.0658	0.0658	1.7000e-004	0.0000	0.0700
Total	**1.0385**	**3.1000e-004**	**0.0337**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.0658**	**0.0658**	**1.7000e-004**	**0.0000**	**0.0700**

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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	0.0594					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9053					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.3200e-003	1.7000e-004	0.0196	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0354	0.0354	7.0000e-005	0.0000	0.0373
Total	**0.9660**	**1.7000e-004**	**0.0196**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0354**	**0.0354**	**7.0000e-005**	**0.0000**	**0.0373**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	16.5425	0.3287	7.9700e-003	27.1367
Unmitigated	16.5425	0.3287	7.9700e-003	27.1367

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	1.21212 / 3.11688	2.0007	0.0398	9.6000e-004	3.2821
High School	8.80992 / 22.6541	14.5418	0.2890	7.0100e-003	23.8547
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**16.5425**	**0.3287**	**7.9700e-003**	**27.1367**

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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	1.21212 / 3.11688	2.0007	0.0398	9.6000e-004	3.2821
High School	8.80992 / 22.6541	14.5418	0.2890	7.0100e-003	23.8547
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**16.5425**	**0.3287**	**7.9700e-003**	**27.1367**

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	92.6146	5.4734	0.0000	229.4488
Unmitigated	92.6146	5.4734	0.0000	229.4488

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	91.25	18.5229	1.0947	0.0000	45.8898
High School	365	74.0917	4.3787	0.0000	183.5591
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**92.6146**	**5.4734**	**0.0000**	**229.4488**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	91.25	18.5229	1.0947	0.0000	45.8898
High School	365	74.0917	4.3787	0.0000	183.5591
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**92.6146**	**5.4734**	**0.0000**	**229.4488**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CUSD Canyon View High School (Proposed Revised Project)

Butte County AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	2,000.00	Student	6.09	200,000.00	0
Elementary School	500.00	Student	0.96	42,090.00	0
Parking Lot	1,180.00	Space	10.62	472,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	71
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CUSD Canyon View High School (Proposed Revised Project). BCAQMD.

Land Use - Approved HS would have up to 2,000 students, facilities would total up to 200,000 SF of building floor space on 50-acre site. 1,180 parking spaces provided. Charter school would included 42,090 SF of buildings.

Construction Phase - Default phasing assumed.

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Trips and VMT - Default trips

Demolition - Assume 18k square feet of building demo

Grading - Assume site balanced

Architectural Coating - Use of low VOC coatings: 50 g/L

Area Coating - Use of low VOC coatings: 50 g/L

Construction Off-road Equipment Mitigation - Water twice daily

Mobile Land Use Mitigation - Improve pedestrian network

Landscape Equipment - update

Consumer Products -

Area Mitigation - Use low voc products.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintParkingValue	150	50
tblLandUse	LandUseSquareFeet	265,321.96	200,000.00
tblLandUse	LandUseSquareFeet	41,801.69	42,090.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.7107	38.8870	29.6206	0.0646	19.7570	1.6356	21.3702	10.1290	1.5048	11.6132	0.0000	6,467.3626	6,467.3626	1.9491	0.3890	6,600.7379
2023	59.8156	20.0005	25.8787	0.0634	2.3192	0.7426	3.0618	0.6302	0.6991	1.3293	0.0000	6,351.6740	6,351.6740	0.7173	0.3727	6,479.8123
Maximum	**59.8156**	**38.8870**	**29.6206**	**0.0646**	**19.7570**	**1.6356**	**21.3702**	**10.1290**	**1.5048**	**11.6132**	**0.0000**	**6,467.3626**	**6,467.3626**	**1.9491**	**0.3890**	**6,600.7379**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.7107	38.8870	29.6206	0.0646	8.9457	1.6356	10.5589	4.5726	1.5048	6.0568	0.0000	6,467.3626	6,467.3626	1.9491	0.3890	6,600.7379
2023	59.8156	20.0005	25.8787	0.0634	2.3192	0.7426	3.0618	0.6302	0.6991	1.3293	0.0000	6,351.6740	6,351.6740	0.7173	0.3727	6,479.8123
Maximum	**59.8156**	**38.8870**	**29.6206**	**0.0646**	**8.9457**	**1.6356**	**10.5589**	**4.5726**	**1.5048**	**6.0568**	**0.0000**	**6,467.3626**	**6,467.3626**	**1.9491**	**0.3890**	**6,600.7379**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.97**	**0.00**	**44.25**	**51.64**	**0.00**	**42.93**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7078	3.4000e-003	0.3748	3.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		0.8054	0.8054	2.0900e-003		0.8578
Energy	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386
Mobile	19.7474	18.3495	114.3952	0.1934	18.0067	0.2062	18.2129	4.8074	0.1939	5.0013		20,148.9582	20,148.9582	1.4365	1.1548	20,528.9851
Total	**25.6332**	**19.9707**	**116.1289**	**0.2031**	**18.0067**	**0.3305**	**18.3372**	**4.8074**	**0.3182**	**5.1256**		**22,091.1654**	**22,091.1654**	**1.4758**	**1.1903**	**22,482.7815**

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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.3006	1.8800e-003	0.2173	1.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		0.4341	0.4341	8.9000e-004		0.4562
Energy	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386
Mobile	19.6406	18.0716	112.6010	0.1897	17.6465	0.2025	17.8490	4.7113	0.1904	4.9017		19,763.5623	19,763.5623	1.4196	1.1380	20,138.1742
Total	**25.1192**	**19.6913**	**114.1773**	**0.1994**	**17.6465**	**0.3260**	**17.9726**	**4.7113**	**0.3140**	**5.0252**		**21,705.3982**	**21,705.3982**	**1.4577**	**1.1736**	**22,091.5690**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.01**	**1.40**	**1.68**	**1.83**	**2.00**	**1.35**	**1.99**	**2.00**	**1.34**	**1.96**	**0.00**	**1.75**	**1.75**	**1.22**	**1.41**	**1.74**

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/25/2022	5	30	
4	Building Construction	Building Construction	3/26/2022	5/19/2023	5	300	
5	Paving	Paving	5/20/2023	6/16/2023	5	20	
6	Architectural Coating	Architectural Coating	6/17/2023	7/14/2023	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 10.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 363,135; Non-Residential Outdoor: 121,045; Striped Parking Area: 28,320

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	83.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	300.00	117.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	60.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8977	0.0000	0.8977	0.1359	0.0000	0.1359			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.8977**	**1.2427**	**2.1404**	**0.1359**	**1.1553**	**1.2912**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0162	0.6485	0.1265	2.5900e-003	0.0727	6.5500e-003	0.0793	0.0200	6.2700e-003	0.0262		273.6536	273.6536	7.5000e-004	0.0430	286.4901
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0644	0.0326	0.4343	8.3000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		84.7443	84.7443	3.6900e-003	2.8900e-003	85.6988
Total	**0.0806**	**0.6811**	**0.5608**	**3.4200e-003**	**0.1561**	**7.1000e-003**	**0.1632**	**0.0421**	**6.7700e-003**	**0.0488**		**358.3979**	**358.3979**	**4.4400e-003**	**0.0459**	**372.1889**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.4040	0.0000	0.4040	0.0612	0.0000	0.0612			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.4040**	**1.2427**	**1.6466**	**0.0612**	**1.1553**	**1.2164**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0162	0.6485	0.1265	2.5900e-003	0.0727	6.5500e-003	0.0793	0.0200	6.2700e-003	0.0262		273.6536	273.6536	7.5000e-004	0.0430	286.4901
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0644	0.0326	0.4343	8.3000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		84.7443	84.7443	3.6900e-003	2.8900e-003	85.6988
Total	**0.0806**	**0.6811**	**0.5608**	**3.4200e-003**	**0.1561**	**7.1000e-003**	**0.1632**	**0.0421**	**6.7700e-003**	**0.0488**		**358.3979**	**358.3979**	**4.4400e-003**	**0.0459**	**372.1889**

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3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0773	0.0391	0.5211	1.0000e-003	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		101.6931	101.6931	4.4200e-003	3.4700e-003	102.8386
Total	**0.0773**	**0.0391**	**0.5211**	**1.0000e-003**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**101.6931**	**101.6931**	**4.4200e-003**	**3.4700e-003**	**102.8386**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0773	0.0391	0.5211	1.0000e-003	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		101.6931	101.6931	4.4200e-003	3.4700e-003	102.8386
Total	**0.0773**	**0.0391**	**0.5211**	**1.0000e-003**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**101.6931**	**101.6931**	**4.4200e-003**	**3.4700e-003**	**102.8386**

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3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0859	0.0435	0.5791	1.1100e-003	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		112.9923	112.9923	4.9100e-003	3.8600e-003	114.2651
Total	**0.0859**	**0.0435**	**0.5791**	**1.1100e-003**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**112.9923**	**112.9923**	**4.9100e-003**	**3.8600e-003**	**114.2651**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.1416**	**1.6349**	**5.7765**	**1.6442**	**1.5041**	**3.1483**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0859	0.0435	0.5791	1.1100e-003	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		112.9923	112.9923	4.9100e-003	3.8600e-003	114.2651
Total	**0.0859**	**0.0435**	**0.5791**	**1.1100e-003**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**112.9923**	**112.9923**	**4.9100e-003**	**3.8600e-003**	**114.2651**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2534	5.9646	1.9171	0.0210	0.6525	0.0630	0.7155	0.1880	0.0602	0.2482		2,218.1441	2,218.1441	0.0129	0.3311	2,317.1298
Worker	1.2885	0.6523	8.6857	0.0167	1.6667	0.0109	1.6776	0.4422	0.0101	0.4523		1,694.8850	1,694.8850	0.0737	0.0579	1,713.9759
Total	**1.5419**	**6.6169**	**10.6028**	**0.0377**	**2.3192**	**0.0739**	**2.3931**	**0.6302**	**0.0703**	**0.7005**		**3,913.0290**	**3,913.0290**	**0.0866**	**0.3890**	**4,031.1057**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2534	5.9646	1.9171	0.0210	0.6525	0.0630	0.7155	0.1880	0.0602	0.2482		2,218.1441	2,218.1441	0.0129	0.3311	2,317.1298
Worker	1.2885	0.6523	8.6857	0.0167	1.6667	0.0109	1.6776	0.4422	0.0101	0.4523		1,694.8850	1,694.8850	0.0737	0.0579	1,713.9759
Total	**1.5419**	**6.6169**	**10.6028**	**0.0377**	**2.3192**	**0.0739**	**2.3931**	**0.6302**	**0.0703**	**0.7005**		**3,913.0290**	**3,913.0290**	**0.0866**	**0.3890**	**4,031.1057**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1589	5.0375	1.7158	0.0203	0.6525	0.0326	0.6851	0.1880	0.0312	0.2192		2,145.1863	2,145.1863	8.3800e-003	0.3194	2,240.5625
Worker	1.1901	0.5781	7.9190	0.0161	1.6667	0.0102	1.6770	0.4422	9.4400e-003	0.4517		1,651.2778	1,651.2778	0.0663	0.0534	1,668.8438
Total	**1.3490**	**5.6156**	**9.6347**	**0.0365**	**2.3192**	**0.0429**	**2.3621**	**0.6302**	**0.0407**	**0.6708**		**3,796.4641**	**3,796.4641**	**0.0747**	**0.3727**	**3,909.4062**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1589	5.0375	1.7158	0.0203	0.6525	0.0326	0.6851	0.1880	0.0312	0.2192		2,145.1863	2,145.1863	8.3800e-003	0.3194	2,240.5625
Worker	1.1901	0.5781	7.9190	0.0161	1.6667	0.0102	1.6770	0.4422	9.4400e-003	0.4517		1,651.2778	1,651.2778	0.0663	0.0534	1,668.8438
Total	**1.3490**	**5.6156**	**9.6347**	**0.0365**	**2.3192**	**0.0429**	**2.3621**	**0.6302**	**0.0407**	**0.6708**		**3,796.4641**	**3,796.4641**	**0.0747**	**0.3727**	**3,909.4062**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0595	0.0289	0.3960	8.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		82.5639	82.5639	3.3200e-003	2.6700e-003	83.4422
Total	**0.0595**	**0.0289**	**0.3960**	**8.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**82.5639**	**82.5639**	**3.3200e-003**	**2.6700e-003**	**83.4422**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0595	0.0289	0.3960	8.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		82.5639	82.5639	3.3200e-003	2.6700e-003	83.4422
Total	**0.0595**	**0.0289**	**0.3960**	**8.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**82.5639**	**82.5639**	**3.3200e-003**	**2.6700e-003**	**83.4422**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	59.3859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**59.5776**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2380	0.1156	1.5838	3.2300e-003	0.3334	2.0500e-003	0.3354	0.0884	1.8900e-003	0.0903		330.2556	330.2556	0.0133	0.0107	333.7688
Total	**0.2380**	**0.1156**	**1.5838**	**3.2300e-003**	**0.3334**	**2.0500e-003**	**0.3354**	**0.0884**	**1.8900e-003**	**0.0903**		**330.2556**	**330.2556**	**0.0133**	**0.0107**	**333.7688**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	59.3859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**59.5776**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2380	0.1156	1.5838	3.2300e-003	0.3334	2.0500e-003	0.3354	0.0884	1.8900e-003	0.0903		330.2556	330.2556	0.0133	0.0107	333.7688
Total	**0.2380**	**0.1156**	**1.5838**	**3.2300e-003**	**0.3334**	**2.0500e-003**	**0.3354**	**0.0884**	**1.8900e-003**	**0.0903**		**330.2556**	**330.2556**	**0.0133**	**0.0107**	**333.7688**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	19.6406	18.0716	112.6010	0.1897	17.6465	0.2025	17.8490	4.7113	0.1904	4.9017		19,763.5623	19,763.5623	1.4196	1.1380	20,138.1742
Unmitigated	19.7474	18.3495	114.3952	0.1934	18.0067	0.2062	18.2129	4.8074	0.1939	5.0013		20,148.9582	20,148.9582	1.4365	1.1548	20,528.9851

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	4,060.00	1,160.00	500.00	5,470,939	5,361,520
Elementary School	945.00	0.00	0.00	1,023,832	1,003,355
Parking Lot	0.00	0.00	0.00		
Total	5,005.00	1,160.00	500.00	6,494,771	6,364,875

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	6.00	6.00	6.00	77.80	17.20	5.00	75	19	6
Elementary School	6.00	6.00	6.00	65.00	30.00	5.00	63	25	12
Parking Lot	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Elementary School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Parking Lot	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386
NaturalGas Unmitigated	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2869.04	0.0309	0.2813	0.2363	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.5340	337.5340	6.4700e-003	6.1900e-003	339.5398
High School	13632.9	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1780**	**1.6178**	**1.3590**	**9.7100e-003**		**0.1230**	**0.1230**		**0.1230**	**0.1230**		**1,941.4018**	**1,941.4018**	**0.0372**	**0.0356**	**1,952.9386**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2.86904	0.0309	0.2813	0.2363	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.5340	337.5340	6.4700e-003	6.1900e-003	339.5398
High School	13.6329	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1780**	**1.6178**	**1.3590**	**9.7100e-003**		**0.1230**	**0.1230**		**0.1230**	**0.1230**		**1,941.4018**	**1,941.4018**	**0.0372**	**0.0356**	**1,952.9386**

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6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

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	5.3006	1.8800e-003	0.2173	1.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		0.4341	0.4341	8.9000e-004		0.4562
Unmitigated	5.7078	3.4000e-003	0.3748	3.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		0.8054	0.8054	2.0900e-003		0.8578

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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	0.3254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.3479					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0345	3.4000e-003	0.3748	3.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		0.8054	0.8054	2.0900e-003		0.8578
Total	**5.7078**	**3.4000e-003**	**0.3748**	**3.0000e-005**		**1.3300e-003**	**1.3300e-003**		**1.3300e-003**	**1.3300e-003**		**0.8054**	**0.8054**	**2.0900e-003**		**0.8578**

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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	0.3254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0146	1.8800e-003	0.2173	1.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		0.4341	0.4341	8.9000e-004		0.4562
Total	**5.3006**	**1.8800e-003**	**0.2173**	**1.0000e-005**		**5.6000e-004**	**5.6000e-004**		**5.6000e-004**	**5.6000e-004**		**0.4341**	**0.4341**	**8.9000e-004**		**0.4562**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

CUSD Canyon View High School (Proposed Revised Project)

Butte County AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	2,000.00	Student	6.09	200,000.00	0
Elementary School	500.00	Student	0.96	42,090.00	0
Parking Lot	1,180.00	Space	10.62	472,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	71
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CUSD Canyon View High School (Proposed Revised Project). BCAQMD.

Land Use - Approved HS would have up to 2,000 students, facilities would total up to 200,000 SF of building floor space on 50-acre site. 1,180 parking spaces provided. Charter school would included 42,090 SF of buildings.
Construction Phase - Default phasing assumed.

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

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Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Off-road Equipment - Default Equipment

Trips and VMT - Default trips

Demolition - Assume 18k square feet of building demo

Grading - Assume site balanced

Architectural Coating - Use of low VOC coatings: 50 g/L

Area Coating - Use of low VOC coatings: 50 g/L

Construction Off-road Equipment Mitigation - Water twice daily

Mobile Land Use Mitigation - Improve pedestrian network

Landscape Equipment - update

Consumer Products -

Area Mitigation - Use low voc products.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Parking	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblAreaCoating	Area_EF_Parking	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	50
tblAreaMitigation	UseLowVOCPaintParkingValue	150	50
tblLandUse	LandUseSquareFeet	265,321.96	200,000.00
tblLandUse	LandUseSquareFeet	41,801.69	42,090.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6940	38.8967	29.5447	0.0631	19.7570	1.6356	21.3702	10.1290	1.5048	11.6132	0.0000	6,272.2320	6,272.2320	1.9499	0.3983	6,408.6771
2023	59.7693	20.5463	24.9493	0.0616	2.3192	0.7428	3.0620	0.6302	0.6992	1.3294	0.0000	6,164.6549	6,164.6549	0.7179	0.3817	6,295.7348
Maximum	**59.7693**	**38.8967**	**29.5447**	**0.0631**	**19.7570**	**1.6356**	**21.3702**	**10.1290**	**1.5048**	**11.6132**	**0.0000**	**6,272.2320**	**6,272.2320**	**1.9499**	**0.3983**	**6,408.6771**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6940	38.8967	29.5447	0.0631	8.9457	1.6356	10.5589	4.5726	1.5048	6.0568	0.0000	6,272.2320	6,272.2320	1.9499	0.3983	6,408.6771
2023	59.7693	20.5463	24.9493	0.0616	2.3192	0.7428	3.0620	0.6302	0.6992	1.3294	0.0000	6,164.6549	6,164.6549	0.7179	0.3817	6,295.7348
Maximum	**59.7693**	**38.8967**	**29.5447**	**0.0631**	**8.9457**	**1.6356**	**10.5589**	**4.5726**	**1.5048**	**6.0568**	**0.0000**	**6,272.2320**	**6,272.2320**	**1.9499**	**0.3983**	**6,408.6771**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.97**	**0.00**	**44.25**	**51.64**	**0.00**	**42.93**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7078	3.4000e-003	0.3748	3.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		0.8054	0.8054	2.0900e-003		0.8578
Energy	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386
Mobile	14.0501	21.0415	115.7813	0.1774	18.0067	0.2064	18.2131	4.8074	0.1941	5.0015		18,487.9012	18,487.9012	1.6898	1.2577	18,904.9541
Total	**19.9359**	**22.6627**	**117.5150**	**0.1872**	**18.0067**	**0.3307**	**18.3374**	**4.8074**	**0.3184**	**5.1258**		**20,430.1084**	**20,430.1084**	**1.7291**	**1.2933**	**20,858.7505**

Mitigated Operational

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.3006	1.8800e-003	0.2173	1.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		0.4341	0.4341	8.9000e-004		0.4562
Energy	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386
Mobile	13.9386	20.7227	114.1900	0.1741	17.6465	0.2027	17.8492	4.7113	0.1906	4.9019		18,136.3280	18,136.3280	1.6730	1.2397	18,547.5864
Total	**19.4172**	**22.3425**	**115.7663**	**0.1838**	**17.6465**	**0.3262**	**17.9728**	**4.7113**	**0.3142**	**5.0254**		**20,078.1639**	**20,078.1639**	**1.7111**	**1.2753**	**20,500.9813**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.60**	**1.41**	**1.49**	**1.81**	**2.00**	**1.35**	**1.99**	**2.00**	**1.33**	**1.96**	**0.00**	**1.72**	**1.72**	**1.04**	**1.39**	**1.72**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/25/2022	5	30	
4	Building Construction	Building Construction	3/26/2022	5/19/2023	5	300	
5	Paving	Paving	5/20/2023	6/16/2023	5	20	
6	Architectural Coating	Architectural Coating	6/17/2023	7/14/2023	5	20	

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Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 90

Acres of Paving: 10.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 363,135; Non-Residential Outdoor: 121,045; Striped Parking Area: 28,320

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	83.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	300.00	117.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	60.00	0.00	0.00	7.30	6.00	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8977	0.0000	0.8977	0.1359	0.0000	0.1359			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.8977**	**1.2427**	**2.1404**	**0.1359**	**1.1553**	**1.2912**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0155	0.7023	0.1297	2.5900e-003	0.0727	6.5600e-003	0.0793	0.0200	6.2800e-003	0.0262		273.8634	273.8634	7.2000e-004	0.0431	286.7093
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0400	0.3774	7.4000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		74.8568	74.8568	4.2900e-003	3.3100e-003	75.9517
Total	**0.0674**	**0.7423**	**0.5071**	**3.3300e-003**	**0.1561**	**7.1100e-003**	**0.1632**	**0.0421**	**6.7800e-003**	**0.0488**		**348.7202**	**348.7202**	**5.0100e-003**	**0.0464**	**362.6609**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.4040	0.0000	0.4040	0.0612	0.0000	0.0612			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.4040**	**1.2427**	**1.6466**	**0.0612**	**1.1553**	**1.2164**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0155	0.7023	0.1297	2.5900e-003	0.0727	6.5600e-003	0.0793	0.0200	6.2800e-003	0.0262		273.8634	273.8634	7.2000e-004	0.0431	286.7093
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0400	0.3774	7.4000e-004	0.0833	5.5000e-004	0.0839	0.0221	5.0000e-004	0.0226		74.8568	74.8568	4.2900e-003	3.3100e-003	75.9517
Total	**0.0674**	**0.7423**	**0.5071**	**3.3300e-003**	**0.1561**	**7.1100e-003**	**0.1632**	**0.0421**	**6.7800e-003**	**0.0488**		**348.7202**	**348.7202**	**5.0100e-003**	**0.0464**	**362.6609**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0622	0.0479	0.4529	8.8000e-004	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		89.8281	89.8281	5.1500e-003	3.9800e-003	91.1420
Total	**0.0622**	**0.0479**	**0.4529**	**8.8000e-004**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**89.8281**	**89.8281**	**5.1500e-003**	**3.9800e-003**	**91.1420**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0622	0.0479	0.4529	8.8000e-004	0.1000	6.5000e-004	0.1007	0.0265	6.0000e-004	0.0271		89.8281	89.8281	5.1500e-003	3.9800e-003	91.1420
Total	**0.0622**	**0.0479**	**0.4529**	**8.8000e-004**	**0.1000**	**6.5000e-004**	**0.1007**	**0.0265**	**6.0000e-004**	**0.0271**		**89.8281**	**89.8281**	**5.1500e-003**	**3.9800e-003**	**91.1420**

CalEEMod Version: CalEEMod.2020.4.0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0533	0.5032	9.8000e-004	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		99.8090	99.8090	5.7200e-003	4.4200e-003	101.2689
Total	**0.0692**	**0.0533**	**0.5032**	**9.8000e-004**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**99.8090**	**99.8090**	**5.7200e-003**	**4.4200e-003**	**101.2689**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.1416**	**1.6349**	**5.7765**	**1.6442**	**1.5041**	**3.1483**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0533	0.5032	9.8000e-004	0.1111	7.3000e-004	0.1118	0.0295	6.7000e-004	0.0302		99.8090	99.8090	5.7200e-003	4.4200e-003	101.2689
Total	**0.0692**	**0.0533**	**0.5032**	**9.8000e-004**	**0.1111**	**7.3000e-004**	**0.1118**	**0.0295**	**6.7000e-004**	**0.0302**		**99.8090**	**99.8090**	**5.7200e-003**	**4.4200e-003**	**101.2689**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2453	6.4415	1.9904	0.0210	0.6525	0.0632	0.7157	0.1880	0.0605	0.2484		2,220.7630	2,220.7630	0.0125	0.3320	2,320.0116
Worker	1.0373	0.7991	7.5476	0.0147	1.6667	0.0109	1.6776	0.4422	0.0101	0.4523		1,497.1355	1,497.1355	0.0858	0.0663	1,519.0333
Total	**1.2826**	**7.2406**	**9.5381**	**0.0358**	**2.3192**	**0.0741**	**2.3933**	**0.6302**	**0.0705**	**0.7007**		**3,717.8985**	**3,717.8985**	**0.0984**	**0.3983**	**3,839.0449**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2453	6.4415	1.9904	0.0210	0.6525	0.0632	0.7157	0.1880	0.0605	0.2484		2,220.7630	2,220.7630	0.0125	0.3320	2,320.0116
Worker	1.0373	0.7991	7.5476	0.0147	1.6667	0.0109	1.6776	0.4422	0.0101	0.4523		1,497.1355	1,497.1355	0.0858	0.0663	1,519.0333
Total	**1.2826**	**7.2406**	**9.5381**	**0.0358**	**2.3192**	**0.0741**	**2.3933**	**0.6302**	**0.0705**	**0.7007**		**3,717.8985**	**3,717.8985**	**0.0984**	**0.3983**	**3,839.0449**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1496	5.4536	1.7793	0.0204	0.6525	0.0328	0.6853	0.1880	0.0314	0.2193		2,150.2855	2,150.2855	7.9600e-003	0.3206	2,246.0220
Worker	0.9585	0.7078	6.9260	0.0143	1.6667	0.0102	1.6770	0.4422	9.4400e-003	0.4517		1,459.1595	1,459.1595	0.0777	0.0611	1,479.3067
Total	**1.1081**	**6.1614**	**8.7053**	**0.0346**	**2.3192**	**0.0430**	**2.3623**	**0.6302**	**0.0408**	**0.6710**		**3,609.4450**	**3,609.4450**	**0.0856**	**0.3817**	**3,725.3287**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1496	5.4536	1.7793	0.0204	0.6525	0.0328	0.6853	0.1880	0.0314	0.2193		2,150.2855	2,150.2855	7.9600e-003	0.3206	2,246.0220
Worker	0.9585	0.7078	6.9260	0.0143	1.6667	0.0102	1.6770	0.4422	9.4400e-003	0.4517		1,459.1595	1,459.1595	0.0777	0.0611	1,479.3067
Total	**1.1081**	**6.1614**	**8.7053**	**0.0346**	**2.3192**	**0.0430**	**2.3623**	**0.6302**	**0.0408**	**0.6710**		**3,609.4450**	**3,609.4450**	**0.0856**	**0.3817**	**3,725.3287**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0479	0.0354	0.3463	7.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		72.9580	72.9580	3.8800e-003	3.0500e-003	73.9653
Total	**0.0479**	**0.0354**	**0.3463**	**7.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**72.9580**	**72.9580**	**3.8800e-003**	**3.0500e-003**	**73.9653**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.3912					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4240**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0479	0.0354	0.3463	7.1000e-004	0.0833	5.1000e-004	0.0839	0.0221	4.7000e-004	0.0226		72.9580	72.9580	3.8800e-003	3.0500e-003	73.9653
Total	**0.0479**	**0.0354**	**0.3463**	**7.1000e-004**	**0.0833**	**5.1000e-004**	**0.0839**	**0.0221**	**4.7000e-004**	**0.0226**		**72.9580**	**72.9580**	**3.8800e-003**	**3.0500e-003**	**73.9653**

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3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	59.3859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**59.5776**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1917	0.1416	1.3852	2.8500e-003	0.3334	2.0500e-003	0.3354	0.0884	1.8900e-003	0.0903		291.8319	291.8319	0.0155	0.0122	295.8613
Total	**0.1917**	**0.1416**	**1.3852**	**2.8500e-003**	**0.3334**	**2.0500e-003**	**0.3354**	**0.0884**	**1.8900e-003**	**0.0903**		**291.8319**	**291.8319**	**0.0155**	**0.0122**	**295.8613**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	59.3859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**59.5776**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1917	0.1416	1.3852	2.8500e-003	0.3334	2.0500e-003	0.3354	0.0884	1.8900e-003	0.0903		291.8319	291.8319	0.0155	0.0122	295.8613
Total	**0.1917**	**0.1416**	**1.3852**	**2.8500e-003**	**0.3334**	**2.0500e-003**	**0.3354**	**0.0884**	**1.8900e-003**	**0.0903**		**291.8319**	**291.8319**	**0.0155**	**0.0122**	**295.8613**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.9386	20.7227	114.1900	0.1741	17.6465	0.2027	17.8492	4.7113	0.1906	4.9019		18,136.3280	18,136.3280	1.6730	1.2397	18,547.5864
Unmitigated	14.0501	21.0415	115.7813	0.1774	18.0067	0.2064	18.2131	4.8074	0.1941	5.0015		18,487.9012	18,487.9012	1.6898	1.2577	18,904.9541

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	4,060.00	1,160.00	500.00	5,470,939	5,361,520
Elementary School	945.00	0.00	0.00	1,023,832	1,003,355
Parking Lot	0.00	0.00	0.00		
Total	5,005.00	1,160.00	500.00	6,494,771	6,364,875

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	6.00	6.00	6.00	77.80	17.20	5.00	75	19	6
Elementary School	6.00	6.00	6.00	65.00	30.00	5.00	63	25	12
Parking Lot	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0

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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Elementary School	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006
Parking Lot	0.493657	0.054963	0.187598	0.144453	0.043526	0.008501	0.010722	0.015710	0.000733	0.000410	0.033593	0.001127	0.005006

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386
NaturalGas Unmitigated	0.1780	1.6178	1.3590	9.7100e-003		0.1230	0.1230		0.1230	0.1230		1,941.4018	1,941.4018	0.0372	0.0356	1,952.9386

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2869.04	0.0309	0.2813	0.2363	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.5340	337.5340	6.4700e-003	6.1900e-003	339.5398
High School	13632.9	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1780**	**1.6178**	**1.3590**	**9.7100e-003**		**0.1230**	**0.1230**		**0.1230**	**0.1230**		**1,941.4018**	**1,941.4018**	**0.0372**	**0.0356**	**1,952.9386**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	2.86904	0.0309	0.2813	0.2363	1.6900e-003		0.0214	0.0214		0.0214	0.0214		337.5340	337.5340	6.4700e-003	6.1900e-003	339.5398
High School	13.6329	0.1470	1.3366	1.1227	8.0200e-003		0.1016	0.1016		0.1016	0.1016		1,603.8679	1,603.8679	0.0307	0.0294	1,613.3988
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1780**	**1.6178**	**1.3590**	**9.7100e-003**		**0.1230**	**0.1230**		**0.1230**	**0.1230**		**1,941.4018**	**1,941.4018**	**0.0372**	**0.0356**	**1,952.9386**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

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	5.3006	1.8800e-003	0.2173	1.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		0.4341	0.4341	8.9000e-004		0.4562
Unmitigated	5.7078	3.4000e-003	0.3748	3.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		0.8054	0.8054	2.0900e-003		0.8578

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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	0.3254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.3479					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0345	3.4000e-003	0.3748	3.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		0.8054	0.8054	2.0900e-003		0.8578
Total	**5.7078**	**3.4000e-003**	**0.3748**	**3.0000e-005**		**1.3300e-003**	**1.3300e-003**		**1.3300e-003**	**1.3300e-003**		**0.8054**	**0.8054**	**2.0900e-003**		**0.8578**

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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	0.3254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0146	1.8800e-003	0.2173	1.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		0.4341	0.4341	8.9000e-004		0.4562
Total	**5.3006**	**1.8800e-003**	**0.2173**	**1.0000e-005**		**5.6000e-004**	**5.6000e-004**		**5.6000e-004**	**5.6000e-004**		**0.4341**	**0.4341**	**8.9000e-004**		**0.4562**