URBAN PLANNING
ENVIRONMENTAL ANALYSIS

June 10, 2022

Chadi Moussa
Moussa Group
via email at: chadi@moussagroup.com

Re: Oakport Hyundai - VMT, Air Quality, GHG and Noise Studies in Support of a CEQA Review

Mr. Moussa,

I understand that the Moussa Group has applied to the Port of Oakland for a development permit to develop the property at 7711 Oakport Street within the Oakland Airport Business Park, as a new automobile dealership. The Port's environmental review staff is considering the potential for this project to qualify for a CEQA exemption as an Infill Development, but requires a number of technical studies to determine whether the Project may qualify for such an exemption, or whether there may be any exceptions to such an exemption. Specifically, you have requested that Lamphier-Gregory prepare a number of technical studies related to the topics of transportation (VMT), air quality, GHG emissions and noise. Lamphier-Gregory has experience preparing such technical studies, and we have prepared similar studies for the Port on other related projects.

The purpose of this letter is to provide an independent and objective analysis of these specific topics that Port staff may use in support of their CEQA determination for your project. This determination ultimately rests with the Port, but the conclusions of our analysis as presented below do not identify any reasons why this project would not qualify for a CEQA exemption based on issues of transportation (VMT), air quality, GHG emissions, or noise.

Project Description

The proposed Project site is located on a developed but currently vacated site of approximately 1.34 acres, fronting onto the west side of Oakport Street. The site is located north of Roland Way and immediately south of the Elmhurst Creek, which drains into San Leandro Bay at Arrowhead Marsh. The site is within the Port of Oakland's land use jurisdiction and within the northerly portion of the Oakland Airport Business Park. The Port's Land Use Development Code (LUDC) for the Oakland Airport Business Park designates the Project site as Commercial Corridor. Whereas automobile sales, rental, services or brokerages are listed as conditionally permitted in the Commercial Corridor designation, the LUDC (Section 2.3 b2) provides that no restrictions on these types of uses apply to properties with an Oakport Street frontage, such as the Project site.

The site was formerly the location of KFI (a plastic fabrication company) that operated in an approximately 9,200 square-foot light industrial building on the site. That building still stands, but is now vacated and will be demolished.

The Project proposes construction of a new automobile dealership for Hyundai vehicles to complement the current Lexus dealership to the north and the Toyota dealership to south. Specifically, the Project

involves demolition of the former KFI building and replacing it with a new 2-story 26,880 square-foot auto dealership building, paving most of the remainder of the site for auto parking and circulation, and providing new landscape and drainage improvements along the Oakport frontage and around the new building. The building would accommodate a vehicle showroom, a customer area, auto parts and receiving, and an auto service area on the ground floor. The second floor of the new building would provide office space, a break room and storage. The Project would be accessed via the existing driveway on Oakport Street.

Vehicle Miles Traveled (VMT)

In September of 2013, Senate Bill (SB) 743 was signed into law, building on legislative changes from SB 375, AB 32, and AB 1358. SB 743 began the process to modify how impacts to the transportation system are assessed for purposes of CEQA compliance. Specifically, SB 743 and the resulting CEQA Guidelines Section 15064.3 changed the CEQA significance criteria for transportation impact analyses to eliminate auto delay, level of service (LOS) and similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. Instead, the changes in CEQA Guidelines identify vehicle miles traveled (VMT) as an appropriate measure of transportation impacts. These new CEQA Guidelines were finalized by the Office of Planning and Research in December of 2018, and they became effective July 2020.

Thresholds of Significance

The Port of Oakland has not adopted its own CEQA thresholds for assessing VMT, so the following CEQA thresholds, which are consistent with the California Office of Planning and Research (OPR) guidance and consistent with the City of Oakland Transportation Impact Review Guidelines, are relied on for this assessment. Generally, the Project would generate substantial additional VMT and result in a significant VMT impact if it were to exceed the following threshold:

- As a retail project, if the Project would exceeds the existing regional VMT per employee minus 15 percent, it would be considered to cause substantial additional VMT.

Many factors affect travel behavior, including density of development, diversity of land uses, and design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics and transportation demand management. Typically, low-density development that is located at a great distance from other land uses, in areas with poor access to non-single occupancy vehicle travel modes generate more vehicle travel compared to development located in urban areas, where a higher density of development, a mix of land uses, and non-single occupancy vehicle travel options are available. Given these travel behavior factors, most of Oakland has lower VMT per capita and VMT per worker ratios than the nine-county San Francisco Bay Area region. Within the City of Oakland, some neighborhoods may have higher or lower VMT ratios than other neighborhoods.

VMT Estimate

The Alameda County Transportation Commission (Alameda CTC) maintains and updates a countywide travel demand model in compliance with Congestion Management Program (CMP) legislation. The CMP legislation requires every CMA, in consultation with the regional transportation planning agency (the Metropolitan Transportation Commission [MTC]), cities and the county, to develop a uniform database

on traffic impacts for use in a countywide travel demand model. Further, the CMP legislation mandates the countywide model to be consistent with the assumptions of the regional travel demand model developed by MTC, including the most current land use and socioeconomic database adopted for regional transportation planning. The Alameda Countywide model has its origin in the MTC BAYCAST-90 regional trip-based model. It has been regularly updated at a minimum of every four years following each update of the MTC Regional Transportation Plan. The current version of the Alameda CTC model incorporates the *Plan Bay Area 2040* transportation investments and land use, and includes 2010 as base year, and years 2020 and 2040 as future years. The land use distribution included in the model is reviewed by the local jurisdictions and modified within certain limitations to maintain overall regional consistency. The Alameda Countywide model produces forecasts that are generally consistent with the travel demand forecasts that MTC has produced for *Plan Bay Area 2040* for the Plan horizon years of 2020 and 2040, and meets the regional model consistency requirements. The Alameda Countywide model includes the nine Bay Area counties as well as San Joaquin County. Compared to the MTC model, the Alameda Countywide model has a refined TAZ system in Alameda County and in the immediately adjacent sections of Santa Clara and Contra Costa Counties. The model uses MTC's zone system in the remaining six Bay Area counties and includes an aggregated zone system for San Joaquin County. There are 1,580 TAZs within Alameda County, 1,230 in the other eight Bay Area counties, 26 in San Joaquin County and 31 external gateways.

Individual neighborhoods within the county are expressed geographically as Transportation Analysis Zones (or TAZs), which are used in transportation planning models for transportation analysis and other planning purposes. Calculations of vehicle miles of travel (VMT) by transportation analysis zone have been prepared using the Alameda Countywide Travel Model. The Model's calculations provide VMT per capita and VMT per employee. VMT per employee is calculated as the sum of home-based work VMT at the employment site. Trip lengths are calculated between each transportation analysis zone (TAZ) and each other TAZ in the Alameda Countywide model. The distances are calculated along the shortest time path between each pair of TAZs under congested (AM peak period) conditions. The VMT per employee calculations are intended to account for VMT generated by employees at their workplace. An activity-based model can track all of the trips made by an employee, including their commute trips to and from home, as well as other trips made from the workplace. The ACTC trip-based model does not provide a way to allocate trips made by employees from the workplace, as it is not known if non-home-based trips are made by employees or by visitors. Therefore, only the commute trips between home and workplaces are included. VMT by employees is calculated by multiplying vehicle trips between each pair of TAZs by the trip length between the pair of TAZs.

Alameda CTC provides average VMT per employee for cities, planning areas and counties, which are summarized for the years 2020 and 2040. The results are also available by individual TAZ in a GIS format. Based on the Alameda CTC Countywide Model, the regional average daily VMT per worker within the nine-county Bay Area is 18.1 under 2020 conditions, and 18.2 under 2040 conditions.

<u>VMT Screening</u>

VMT impacts would be less than significant for a project if any of the following screening criteria can be met:

- Small Projects: If a project generates fewer than 100 vehicle trips per day, its VMT is considered less than significant.

- Near Transit Stations: If a project is located in a Transit Priority Area or within a one-half mile of a Major Transit Corridor or Stop[1], and satisfies the following additional criteria, it's VMT impacts are also considered less than significant.

    - has a Floor Area Ratio (FAR) of more than 0.75

    - includes less parking for use by residents, customers, or employees of the project than other typical nearby uses, or less than or less than required by the City (if parking minimums pertain to the site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site),and

    - is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the MTC)

- Low-VMT Areas: If a project meets map-based screening criteria by being located in an area that exhibits below-threshold VMT, or 15 percent or more below the regional average, its VMT impacts are also considered less than significant.

Screening Analysis

The proposed Project satisfies one of these screening criteria, as described below.

Small Projects

To estimate the number of trips generated by the proposed project, trip rates from the ITE Trip Generation Manual were used.[2] Data from land use code 840, Automobile Sales (new) were used to estimate the Project's trip generation. Automobile Sales (new) is described as, "a new automobile sales dealership typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities; however, automobile services, parts sales, and used car sales may also be available. Some dealerships also include leasing options, truck sales, and servicing".

The ITE trip generation rate for a new auto dealership (ITE Code 840) is approximately 28 daily trips per 1,000 square feet. Based on this ITE rate, the Project's proposed 28,878 square-foot building area would result in approximately 809 daily trips. A reduction of 15.6% is assumed, based on City of Oakland Transportation Impact Review Guidelines. Thus, the Project is expected to generate approximately 683 daily trips. While this is likely a very conservative over-estimate of the Project's actual trip

[1] "Major transit stop" is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the peak commute periods in the morning and afternoon.

[2] Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017

characteristics, it does indicate that the Project would generate more than 100 vehicle trips per day, and therefore does not meet the 'small Project' criteria.

Near Transit Stations

The Project would be located about 1.0 miles from the Coliseum BART station, or nearly a 2-mile circuitous walk. The Coliseum BART station is also the location of the nearest bus stop serving two or more bus routes with peak headways of 15 minutes or less.

The Project would not satisfy the near transit criteria because it would not be within one-half mile of a rail transit station or within one-half mile of a bus stop at the intersection of two or more bus routes with peak headways of 15 minutes or less.

Low-VMT Area

Table 1 shows the estimated 2020 VMT per worker for TAZ #444, the Alameda CTC Countywide Model TAZ in which the Project is located (see also **Attachment A**), as well as the applicable 2020 VMT thresholds of 15 percent below the regional average.

Table 1: Oakport Hyundai Dealership Daily Vehicle Miles Traveled Summary

Land Use Type	2020 Regional Average [1]	2020 Regional Average minus 15%	TAZ #444 (Project Location) [2]
Auto Dealership (VMT per worker)	18.1	15.4	11.87

Notes:
1. Alameda County Vehicle Miles of Travel (VMT) from Alameda Countywide Model 2020, 2020 VMT TAZ Tables, accessed at: https://www.alamedactc.org/planning/sb743-vmt/
2. VMT Maps of the North County Planning Area, VMT per Employee, accessed at: https://www.alamedactc.org/planning/sb743-vmt/

As shown in Table 1, the 2020 estimated average daily VMT per worker in the Project TAZ is less than the regional averages minus 15 percent. The Project does meet the Low VMT Area criteria, is presumed to have a less than significant effect related to VMT, and no further analysis of VMT is required.

Air Quality

Construction Emissions

An estimate of the emissions that would result from construction activity associated with the Project has been derived from the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The model outputs from CalEEMod, along with construction inputs are included in **Attachment B**. The CalEEMod emission calculator computes annual emissions from construction projects based on the project type, size and acreage, and provides emission estimates for both on-site and off-site construction activities. On-site emissions are primarily from construction equipment.

Data used as input for the CalEEMod calculator is derived from the Project Description. A list of anticipated construction equipment used, and a construction schedule, was then based on CalEEMod

default values for similar types and sizes of projects. The CalEEMod default schedule estimates that the Project could be built-out over a period of approximately 246 construction workdays. The CalEEMod default schedule provides a conservative estimate of equipment emissions. Emissions from off-site construction activities include worker trips, hauling trips and vendor traffic. Trip estimates are produced by CalEEMod based on the estimate of demolition material to be exported, and the estimate of cement and asphalt truck trips needed. **Table 2** shows the calculated average daily construction emissions of ROG, NOX, PM10 exhaust and PM2.5 exhaust emissions during construction of the Project.

Table 2 - Construction-Period Emissions

Scenario	ROG	NO_x	PM_{10} (Total)	$PM_{2.5}$ (Total)
Total construction emissions (tons)	0.28 tons	1.52 tons	0.12 tons	0.08 tons
Average daily emissions (pounds/day)[1]	2.27 lbs./day	12.35 lbs./day	0.98 lbs./day	0.65 lbs./day
Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold:	**No**	**No**	**No**	**No**

1. Assumes 246 workdays
Source: Lamphier-Gregory 2020, CalEEMod results included in **Attachment B**

As shown in Table 2, the Project's construction-period emissions would not exceed the applicable significance thresholds for criteria pollutant emissions during the construction period, and this impact would be less than significant.

Port Conditions of Approval

Based on Bay Area Air Quality Management District (BAAQMD) recommendations, it is the Port's standard practice for development projects within its jurisdiction to require implementation of all Basic Construction Measures (as listed below), whether or not construction-related emissions exceed the applicable thresholds. Therefore, as a condition of Project approvals, the Port will likely require the Project to implement the following:

Basic Construction Measures Recommended for All Projects

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. will be conditioned

Implementation of these Basic construction measures would further reduce the Project's less than significant construction-period emission of criteria pollutants.

Operational Criteria Pollutants

The CalEEMod emissions estimator was also used to estimate operational air emissions, assuming full build-out of the Project. These operational emissions would be generated primarily from traffic generated by future employees and customers, as well as evaporative emissions from architectural coatings and maintenance products (classified as consumer products), and other area-based sources of operational emissions. The following model assumptions were input into the CalEEMod emission estimator to derive operational emissions:

- The land use values entered into CalEEMod include 26,880 square feet of auto dealership.

- Emissions associated with vehicle travel depend on the year of analysis, because requirements for more strict emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. This analysis assumed that the Project would be fully built out and operating in the year 2023. Trip generation rates for the Project are conservatively based on ITE rates for new auto dealerships, at approximately 28 daily trips per 1,000 square feet of building space. CalEEMod's assumed default factors for vehicle emissions and fleet mix were relied on for mobile source emissions.

- CalEEMod defaults for energy use were used, based on current Title 24 Building Standards. Default model assumptions for emissions associated with solid waste generation, and water and wastewater use were applied to the Project.

- Emissions from the prior use at the site were not considered nor used to offset Project emissions.

Table 3 shows the average daily emissions of ROG, NOX, total PM10, and total PM2.5 during operation of the Project. Operational air emissions from the Project would be generated primarily from automobiles driven by future employees and customers, as well as from other on-site area source emissions.

Table 3 - Operational Criteria Pollutant Emissions

Scenario	ROG	NO_x	PM_{10}	$PM_{2.5}$
Project Operational Emissions (*tons/year*)	0.32 tons	0.25 tons	0.28 tons	0.08 tons
Thresholds (tons /year)	10 tons	10 tons	15 tons	10 tons
Exceed Threshold:	**No**	**No**	**No**	**No**
Project Operational Emissions (*lbs/day*)[1]	1.78 lbs.	1.39 lbs.	1.55 lbs.	0.44 lbs.
Thresholds (pounds/day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold:	**No**	**No**	**No**	**No**

1 Assumes 360-day operation
Source: Lamphier-Gregory 2020, CalEEMod results included in **Attachment B**

As shown in Table 3, CalEEMod results indicate that the Project's operational emissions would not exceed the significance thresholds. Therefore, the Project's impact related to operational criteria pollutant emissions would be less than significant.

Emissions of Toxic Air Contaminants

Construction Period TAC Emissions

Construction activities associated with the Project would generate construction-related toxic air contaminant (TAC) emissions, specifically diesel particulate matter (DPM) from on-road haul trucks and off-road equipment exhaust emissions. Due to the variable nature of construction activity, the generation of TAC emissions would be temporary, especially considering the short amount of time such equipment is typically within an influential distance to expose sensitive receptors to substantial TAC concentrations. There is nothing particular or unusual about the Project that would cause it to generate uncharacteristically high DPM or other TAC emissions during construction. BAAQMD methodologies for screening of health risks attributed to construction-period TAC emissions account for adjacent off-site receptor within 1,000 feet of construction-related activities. Based on field observations, there are no sensitive receptors (i.e., schools, hospitals, or residences) within 1,000 feet of the Project site (see **Attachment C**). Additionally, implementation of the Basic Construction Measures (above) would also reduce diesel PM exhaust emissions. Given the lack of sensitive receptors within 1,000 feet of the construction area, emissions of TAC during the construction period are expected to be less than significant.

Operational TAC Emissions

Operation of the Project would not generate significant concentrations of TAC emissions. The Project does not indicate the need for a backup diesel generator, and the Project's operations have no other likely source of TAC emissions. The Project's emission of TACs during operations would be less than significant.

Greenhouse Gas Emissions

Based on the thresholds as published in the BAAQMD's 2017 CEQA Guidelines, the Project would have a significant effect on the environment if it were to generate greenhouse gas (GHG) emissions, either directly or indirectly, that would produce:

- total emissions of more than 1,100 metric tons of CO2e (MTCO2e) annually, or
- more than 4.6 metric tons of CO2e per service population annually at year 2020, or 2.8 metric tons of CO2e per service population annually at year 2030, or
- fundamentally conflict with an applicable plan, policy or regulation adopted for the purposes of reducing greenhouse gas emissions

Quantified GHG Emissions

The GHG emissions resulting from construction and from annual operations associated with the Project have been derived from the California Emissions Estimator Model (see **Attachment B**). This methodology as recommended in the 2017 edition of the BAAQMD CEQA Guidelines.

The CalEEMod emissions calculator predicts that the Project would result in approximately 143 MTCO2e during Project construction, and would result in approximately 357 MTCO2e/year during Project operations. The Project's construction period emissions and operational emissions of GHG would be less than the Air District's 2017 thresholds of 1,100 MTCO2e/yr, and the Project's GHG emissions are less than significant. Nothing about the Project represents a fundamental conflict with applicable plans, policies or regulations adopted by the Port, the City or the state to reduce emissions of greenhouse gas.

Fair-Share towards Carbon Neutrality

On April 20, 2022, the Air District Board of Directors held a public meeting and adopted new CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The Air District found that a new land use development project being built today needs to incorporate the following design elements to do its "fair share" of implementing the goal of carbon neutrality by 2045 (the thresholds for land use projects must include criteria A or criteria B)

A. Projects must include, at a minimum, the following project design elements:

- The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

- The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

- Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

    - Residential projects: 15 percent below the existing VMT per capita

    - Office projects: 15 percent below the existing VMT per employee

    - Retail projects: no net increase in existing VMT

- Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

Or –

B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

If a project is designed and built to incorporate these design elements, then it will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change.

Project Consistency with 2020 Thresholds

The Project is fully consistent with these new thresholds:

- The Project will not include any natural gas appliances or natural gas plumbing. A natural gas line is located below the right-of-way in Oakport Street, but the Project's improvement plans show no connection to this line.

- The Project's design demonstrates its intent/requirement to meet the most current requirements of the CalGreen Title 24 building standards, which include the 2019 California Energy Efficiency Standards and the 2019 California Green Building Standards Code. Accordingly, it will not result in wasteful, inefficient, or unnecessary energy usage.

- As demonstrated in the VMT analysis (above) the Project is located within a Low-VMT location where its VMT rate will be 15 percent below the existing VMT per employee, exceeding this threshold requirement of only requiring a no net increase in existing VMT.

- The Project's development plans show at least two locations that will include 62.5 KW Level-3 DC fast-charger charging stations, achieving compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2 for commercial buildings.

Based on the Project's design characteristics and requirements, the Project will do its "fair share" of implementing the goal of carbon neutrality by 2045 by meeting the Air Districts new 2022 thresholds for land use projects.

Noise

Construction Noise

Construction of the Project is expected to include relatively minor excavations, concrete pumping, building construction, paving, utility trenching and landscaping. No extreme construction noise or vibration activities such a pile driving are expected. Construction activities would generate temporary and intermittent noise at and near the Project site, but actual noise levels would fluctuate depending on the particular type, number and duration of use of various pieces of construction equipment. Typical upper-end noise levels generated by the types of construction activities associated with the Project would be expected to range from 77 dBA to 85 dBA. No excessive groundborne vibration or groundborne noise levels are anticipated during construction. The nearest noise-sensitive residential land uses to the Project site are over 3,700 feet away (see **Attachment D**). Based on a standard conservative attenuation rates, this distance of separation would result in full attenuation of construction noise levels at the nearest noise-sensitive land uses, particularly given intervening buildings and roadways. Nearby commercial and industrial uses in the vicinity would be subjected to construction-period noise.

Regulatory Requirements

The Project is located within the Oakland Airport Business Park and therefore subject to land use jurisdiction of the Port and its LUDC. However, the Airport Business Park is located within the City of Oakland, and the Oakland Municipal Code's noise performance standards (Chapter 17 of the OMC) are applicable to the Project, particularly those regulations that pertaining to the City's issuance of subsequent building permits. The City of Oakland's regulation pertaining to construction noise (OMC Section 17.120.050(G): Temporary Construction and Demolition Noise) is intended to control temporary exposure to construction noise. The maximum allowable construction noise levels received by commercial or industrial land use 70 dBA on weekdays from 7:00 AM to 7:00 PM, and 60 dBA on weekends from 9:00 AM to 9:00 PM. To meet these construction noise standards, the Project will likely need to limit standard construction activities to prescribed hours and to implement best practices during construction. Best practices may include using noise control techniques such as improved mufflers, intake silencers and acoustically-attenuating shields, using hydraulically or electrically powered impact tools wherever possible, and locating stationary construction noise sources as far from adjacent uses as possible). With implementation of these requirements, the impacts of typical construction noise would be reduced to a less than significant level.

Operational Noise

The Project does not involve any significant sources of stationary noise at the site. The only on-going stationary noise source attributable to the Project is mechanical equipment such as the heating, ventilation and air conditioning (HVAC) systems, and traffic associated with customers. Noise generated by the HVAC systems would be required to comply with the City of Oakland's standards for operational noise as identified in the City of Oakland Noise Ordinance (Oakland Municipal Code Section 17.120.050). Traffic noise generated by the Project would not be discernable above the traffic noise associated with adjacent I-880. Therefore, noise impacts of the Project during operations would be less than significant.

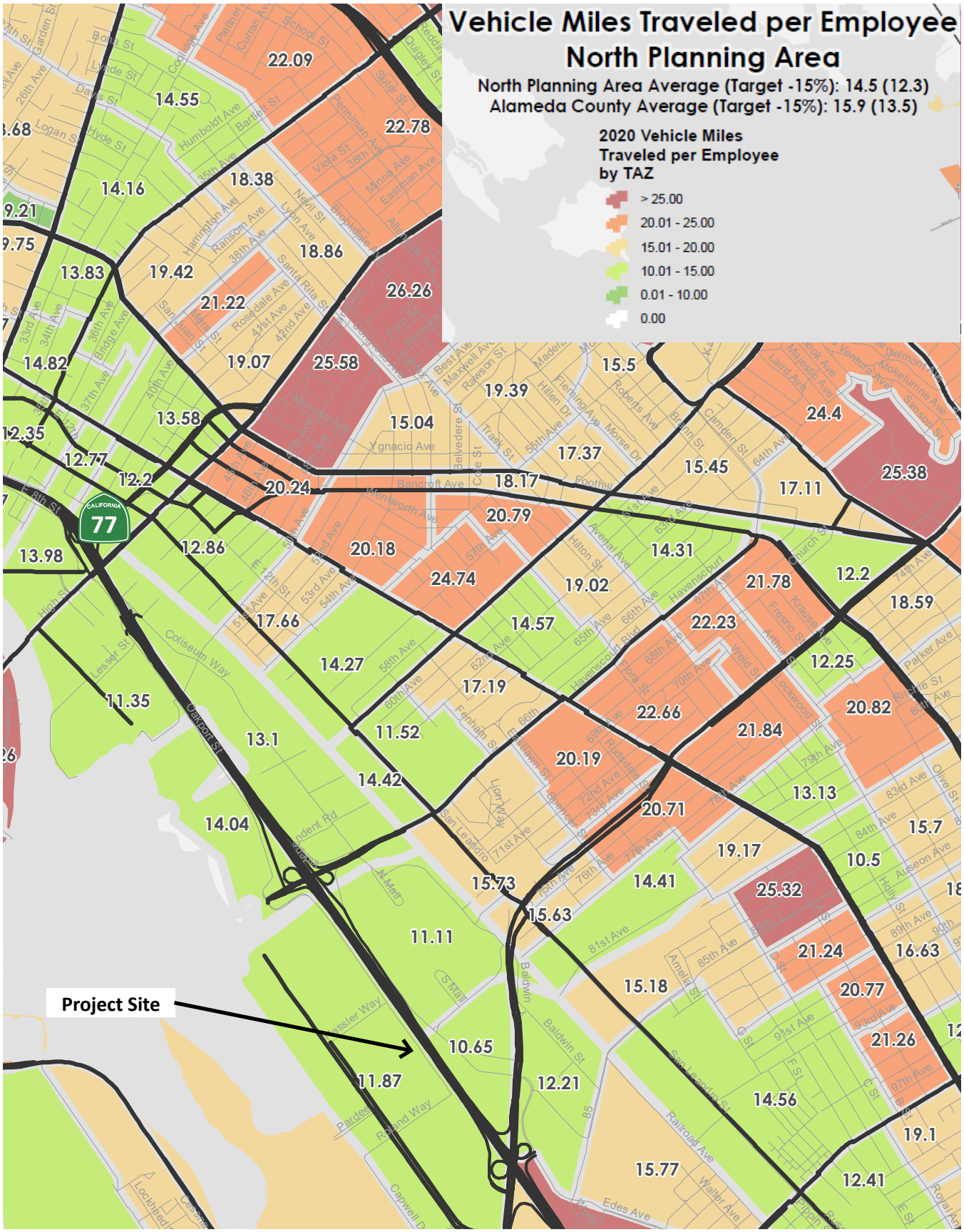
I hope this information is helpful to the Port's processing of this project, and I would be glad to answer any questions that you or the Port staff may have on the information enclosed.

Respectfully,

Scott Gregory

Scott Gregory, President
Lamphier-Gregory

Attachments:
Attachment A: Alameda CTC Countywide Model VMT Map, by TAZ
Attachment B: California Emissions Estimator Model (CalEEMod) results
Attachment C: Sensitive Receptors, outside of a 1,000-foot radius of the Project site
Attachment D: Nearest Noise-Sensitive Residential Land Uses, outside of a 1,000-foot radius of the Project site



Attachment A:
Alameda CTC Countywide Model VMT Map, by TAZ

Source: Alameda County Transportation Commission, at:
https://www.alamedactc.org/planning/sb743-vmt/

Oakport Hyundai - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Oakport Hyundai

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	26.88	1000sqft	0.37	15,800.00	0
Parking Lot	35.00	1000sqft	0.80	35,000.00	0
Other Non-Asphalt Surfaces	7.60	1000sqft	0.17	7,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2023
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 -

Land Use - 2-story 26,880 square-foot building occupying 15,800 square feet of the site.

Demolition -

Grading - total site = 1.34 acres

Vehicle Trips - ITE trip rate for land use code #440 (automobile dealership) = 28 trips per day per 1,000 sf

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	4.00	0.00
tblGrading	AcresOfGrading	1.88	1.34
tblLandUse	LandUseSquareFeet	26,880.00	15,800.00
tblLandUse	LotAcreage	0.62	0.37
tblVehicleTrips	ST_TR	23.72	28.00
tblVehicleTrips	SU_TR	11.88	28.00
tblVehicleTrips	WD_TR	23.72	28.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1128	0.9062	0.8749	1.6700e-003	0.0371	0.0418	0.0788	0.0142	0.0400	0.0542	0.0000	142.0705	142.0705	0.0241	2.0400e-003	143.2814
2023	0.1724	0.6168	0.6847	1.3000e-003	0.0125	0.0265	0.0390	3.3900e-003	0.0255	0.0289	0.0000	109.8910	109.8910	0.0169	1.5800e-003	110.7853
Maximum	**0.1724**	**0.9062**	**0.8749**	**1.6700e-003**	**0.0371**	**0.0418**	**0.0788**	**0.0142**	**0.0400**	**0.0542**	**0.0000**	**142.0705**	**142.0705**	**0.0241**	**2.0400e-003**	**143.2814**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.1128	0.9062	0.8749	1.6700e-003	0.0371	0.0418	0.0788	0.0142	0.0400	0.0542	0.0000	142.0704	142.0704	0.0241	2.0400e-003	143.2813
2023	0.1724	0.6168	0.6847	1.3000e-003	0.0125	0.0265	0.0390	3.3900e-003	0.0255	0.0289	0.0000	109.8909	109.8909	0.0169	1.5800e-003	110.7851
Maximum	**0.1724**	**0.9062**	**0.8749**	**1.6700e-003**	**0.0371**	**0.0418**	**0.0788**	**0.0142**	**0.0400**	**0.0542**	**0.0000**	**142.0704**	**142.0704**	**0.0241**	**2.0400e-003**	**143.2813**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2022	9-30-2022	0.5327	0.5327
2	10-1-2022	12-31-2022	0.4880	0.4880
3	1-1-2023	3-31-2023	0.4436	0.4436
4	4-1-2023	6-30-2023	0.3411	0.3411
		Highest	0.5327	0.5327

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	0.0737	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2400e-003	1.2400e-003	0.0000	0.0000	1.3200e-003
Energy	2.0900e-003	0.0190	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	32.7113	32.7113	2.3400e-003	6.2000e-004	32.9530
Mobile	0.2449	0.2337	1.7379	2.8300e-003	0.2766	2.3500e-003	0.2789	0.0739	2.1900e-003	0.0761	0.0000	261.2016	261.2016	0.0260	0.0177	267.1316
Waste						0.0000	0.0000		0.0000	0.0000	20.8431	0.0000	20.8431	1.2318	0.0000	51.6379
Water						0.0000	0.0000		0.0000	0.0000	0.8023	1.7680	2.5703	0.0827	1.9800e-003	5.2277
Total	**0.3207**	**0.2527**	**1.7545**	**2.9400e-003**	**0.2766**	**3.8000e-003**	**0.2804**	**0.0739**	**3.6400e-003**	**0.0775**	**21.6454**	**295.6821**	**317.3276**	**1.3429**	**0.0203**	**356.9516**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0737	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2400e-003	1.2400e-003	0.0000	0.0000	1.3200e-003
Energy	2.0900e-003	0.0190	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	32.7113	32.7113	2.3400e-003	6.2000e-004	32.9530
Mobile	0.2449	0.2337	1.7379	2.8300e-003	0.2766	2.3500e-003	0.2789	0.0739	2.1900e-003	0.0761	0.0000	261.2016	261.2016	0.0260	0.0177	267.1316
Waste						0.0000	0.0000		0.0000	0.0000	20.8431	0.0000	20.8431	1.2318	0.0000	51.6379
Water						0.0000	0.0000		0.0000	0.0000	0.8023	1.7680	2.5703	0.0827	1.9800e-003	5.2277
Total	**0.3207**	**0.2527**	**1.7545**	**2.9400e-003**	**0.2766**	**3.8000e-003**	**0.2804**	**0.0739**	**3.6400e-003**	**0.0775**	**21.6454**	**295.6821**	**317.3276**	**1.3429**	**0.0203**	**356.9516**

	ROG	NOx	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	7/1/2022	7/28/2022	5	20	
2	Site Preparation	Site Preparation	7/29/2022	8/1/2022	5	2	
3	Grading	Grading	8/2/2022	8/5/2022	5	4	
4	Building Construction	Building Construction	8/6/2022	5/12/2023	5	200	
5	Paving	Paving	5/13/2023	5/26/2023	5	10	
6	Architectural Coating	Architectural Coating	5/27/2023	6/9/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.34

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.97

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 23,700; Non-Residential Outdoor: 7,900; Striped Parking Area: 2,556 (Architectural

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	41.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	23.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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					4.4300e-003	0.0000	4.4300e-003	6.7000e-004	0.0000	6.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**4.4300e-003**	**8.3800e-003**	**0.0128**	**6.7000e-004**	**7.8300e-003**	**8.5000e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2120**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.4300e-003	7.0000e-004	1.0000e-005	3.5000e-004	3.0000e-005	3.8000e-004	1.0000e-004	3.0000e-005	1.3000e-004	0.0000	1.2551	1.2551	3.0000e-005	2.0000e-004	1.3148
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.6000e-004	3.1200e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8341
Total	**4.6000e-004**	**3.6900e-003**	**3.8200e-003**	**2.0000e-005**	**1.3800e-003**	**4.0000e-005**	**1.4100e-003**	**3.7000e-004**	**4.0000e-005**	**4.1000e-004**	**0.0000**	**2.0813**	**2.0813**	**6.0000e-005**	**2.2000e-004**	**2.1489**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					4.4300e-003	0.0000	4.4300e-003	6.7000e-004	0.0000	6.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**4.4300e-003**	**8.3800e-003**	**0.0128**	**6.7000e-004**	**7.8300e-003**	**8.5000e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2119**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.4300e-003	7.0000e-004	1.0000e-005	3.5000e-004	3.0000e-005	3.8000e-004	1.0000e-004	3.0000e-005	1.3000e-004	0.0000	1.2551	1.2551	3.0000e-005	2.0000e-004	1.3148
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.6000e-004	3.1200e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8341
Total	**4.6000e-004**	**3.6900e-003**	**3.8200e-003**	**2.0000e-005**	**1.3800e-003**	**4.0000e-005**	**1.4100e-003**	**3.7000e-004**	**4.0000e-005**	**4.1000e-004**	**0.0000**	**2.0813**	**2.0813**	**6.0000e-005**	**2.2000e-004**	**2.1489**

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					5.9800e-003	0.0000	5.9800e-003	2.9700e-003	0.0000	2.9700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**5.9800e-003**	**6.2000e-004**	**6.6000e-003**	**2.9700e-003**	**5.7000e-004**	**3.5400e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0508	0.0508	0.0000	0.0000	0.0513
Total	**2.0000e-005**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0508**	**0.0508**	**0.0000**	**0.0000**	**0.0513**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9800e-003	0.0000	5.9800e-003	2.9700e-003	0.0000	2.9700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	**1.3100e-003**	**0.0146**	**7.0900e-003**	**2.0000e-005**	**5.9800e-003**	**6.2000e-004**	**6.6000e-003**	**2.9700e-003**	**5.7000e-004**	**3.5400e-003**	**0.0000**	**1.5115**	**1.5115**	**4.9000e-004**	**0.0000**	**1.5238**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0508	0.0508	0.0000	0.0000	0.0513
Total	**2.0000e-005**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0508**	**0.0508**	**0.0000**	**0.0000**	**0.0513**

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					0.0120	0.0000	0.0120	6.6200e-003	0.0000	6.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0120**	**1.4800e-003**	**0.0135**	**6.6200e-003**	**1.3700e-003**	**7.9900e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1271	0.1271	0.0000	0.0000	0.1283
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1271**	**0.1271**	**0.0000**	**0.0000**	**0.1283**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0120	0.0000	0.0120	6.6200e-003	0.0000	6.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	**3.0800e-003**	**0.0340**	**0.0184**	**4.0000e-005**	**0.0120**	**1.4800e-003**	**0.0135**	**6.6200e-003**	**1.3700e-003**	**7.9900e-003**	**0.0000**	**3.6205**	**3.6205**	**1.1700e-003**	**0.0000**	**3.6498**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1271	0.1271	0.0000	0.0000	0.1283
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1271**	**0.1271**	**0.0000**	**0.0000**	**0.1283**

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	0.0866	0.6564	0.6681	1.1600e-003		0.0309	0.0309		0.0299	0.0299	0.0000	95.3279	95.3279	0.0166	0.0000	95.7430
Total	**0.0866**	**0.6564**	**0.6681**	**1.1600e-003**		**0.0309**	**0.0309**		**0.0299**	**0.0299**	**0.0000**	**95.3279**	**95.3279**	**0.0166**	**0.0000**	**95.7430**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	1.0700e-003	0.0288	8.0700e-003	1.1000e-004	3.4500e-003	2.9000e-004	3.7400e-003	1.0000e-003	2.8000e-004	1.2800e-003	0.0000	10.5999	10.5999	1.6000e-004	1.5900e-003	11.0773
Worker	3.3900e-003	2.4400e-003	0.0290	8.0000e-005	9.5500e-003	5.0000e-005	9.6000e-003	2.5400e-003	5.0000e-005	2.5900e-003	0.0000	7.6738	7.6738	2.5000e-004	2.3000e-004	7.7470
Total	**4.4600e-003**	**0.0312**	**0.0371**	**1.9000e-004**	**0.0130**	**3.4000e-004**	**0.0133**	**3.5400e-003**	**3.3000e-004**	**3.8700e-003**	**0.0000**	**18.2737**	**18.2737**	**4.1000e-004**	**1.8200e-003**	**18.8244**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0866	0.6564	0.6681	1.1600e-003		0.0309	0.0309		0.0299	0.0299	0.0000	95.3278	95.3278	0.0166	0.0000	95.7429
Total	**0.0866**	**0.6564**	**0.6681**	**1.1600e-003**		**0.0309**	**0.0309**		**0.0299**	**0.0299**	**0.0000**	**95.3278**	**95.3278**	**0.0166**	**0.0000**	**95.7429**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	1.0700e-003	0.0288	8.0700e-003	1.1000e-004	3.4500e-003	2.9000e-004	3.7400e-003	1.0000e-003	2.8000e-004	1.2800e-003	0.0000	10.5999	10.5999	1.6000e-004	1.5900e-003	11.0773
Worker	3.3900e-003	2.4400e-003	0.0290	8.0000e-005	9.5500e-003	5.0000e-005	9.6000e-003	2.5400e-003	5.0000e-005	2.5900e-003	0.0000	7.6738	7.6738	2.5000e-004	2.3000e-004	7.7470
Total	**4.4600e-003**	**0.0312**	**0.0371**	**1.9000e-004**	**0.0130**	**3.4000e-004**	**0.0133**	**3.5400e-003**	**3.3000e-004**	**3.8700e-003**	**0.0000**	**18.2737**	**18.2737**	**4.1000e-004**	**1.8200e-003**	**18.8244**

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	0.0724	0.5562	0.5990	1.0500e-003		0.0244	0.0244		0.0236	0.0236	0.0000	86.2596	86.2596	0.0147	0.0000	86.6258
Total	**0.0724**	**0.5562**	**0.5990**	**1.0500e-003**		**0.0244**	**0.0244**		**0.0236**	**0.0236**	**0.0000**	**86.2596**	**86.2596**	**0.0147**	**0.0000**	**86.6258**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	4.8000e-004	0.0208	6.2800e-003	9.0000e-005	3.1200e-003	1.3000e-004	3.2500e-003	9.0000e-004	1.2000e-004	1.0200e-003	0.0000	9.1885	9.1885	1.3000e-004	1.3800e-003	9.6017
Worker	2.8600e-003	1.9600e-003	0.0243	7.0000e-005	8.6400e-003	4.0000e-005	8.6800e-003	2.3000e-003	4.0000e-005	2.3400e-003	0.0000	6.7260	6.7260	2.0000e-004	1.9000e-004	6.7873
Total	**3.3400e-003**	**0.0227**	**0.0306**	**1.6000e-004**	**0.0118**	**1.7000e-004**	**0.0119**	**3.2000e-003**	**1.6000e-004**	**3.3600e-003**	**0.0000**	**15.9145**	**15.9145**	**3.3000e-004**	**1.5700e-003**	**16.3889**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0724	0.5562	0.5990	1.0500e-003		0.0244	0.0244		0.0236	0.0236	0.0000	86.2595	86.2595	0.0147	0.0000	86.6257
Total	**0.0724**	**0.5562**	**0.5990**	**1.0500e-003**		**0.0244**	**0.0244**		**0.0236**	**0.0236**	**0.0000**	**86.2595**	**86.2595**	**0.0147**	**0.0000**	**86.6257**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	4.8000e-004	0.0208	6.2800e-003	9.0000e-005	3.1200e-003	1.3000e-004	3.2500e-003	9.0000e-004	1.2000e-004	1.0200e-003	0.0000	9.1885	9.1885	1.3000e-004	1.3800e-003	9.6017
Worker	2.8600e-003	1.9600e-003	0.0243	7.0000e-005	8.6400e-003	4.0000e-005	8.6800e-003	2.3000e-003	4.0000e-005	2.3400e-003	0.0000	6.7260	6.7260	2.0000e-004	1.9000e-004	6.7873
Total	**3.3400e-003**	**0.0227**	**0.0306**	**1.6000e-004**	**0.0118**	**1.7000e-004**	**0.0119**	**3.2000e-003**	**1.6000e-004**	**3.3600e-003**	**0.0000**	**15.9145**	**15.9145**	**3.3000e-004**	**1.5700e-003**	**16.3889**

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	1.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.2700e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	1.7000e-004	1.2000e-004	1.4500e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4002	0.4002	1.0000e-005	1.0000e-005	0.4038
Total	**1.7000e-004**	**1.2000e-004**	**1.4500e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4002**	**0.4002**	**1.0000e-005**	**1.0000e-005**	**0.4038**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	1.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.2700e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	1.7000e-004	1.2000e-004	1.4500e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4002	0.4002	1.0000e-005	1.0000e-005	0.4038
Total	**1.7000e-004**	**1.2000e-004**	**1.4500e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4002**	**0.4002**	**1.0000e-005**	**1.0000e-005**	**0.4038**

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	0.0913					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.0922**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	7.0000e-005	4.0000e-005	5.6000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1539	0.1539	0.0000	0.0000	0.1553
Total	**7.0000e-005**	**4.0000e-005**	**5.6000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1539**	**0.1539**	**0.0000**	**0.0000**	**0.1553**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0913					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.0922**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive 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	7.0000e-005	4.0000e-005	5.6000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1539	0.1539	0.0000	0.0000	0.1553
Total	**7.0000e-005**	**4.0000e-005**	**5.6000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1539**	**0.1539**	**0.0000**	**0.0000**	**0.1553**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.2449	0.2337	1.7379	2.8300e-003	0.2766	2.3500e-003	0.2789	0.0739	2.1900e-003	0.0761	0.0000	261.2016	261.2016	0.0260	0.0177	267.1316
Unmitigated	0.2449	0.2337	1.7379	2.8300e-003	0.2766	2.3500e-003	0.2789	0.0739	2.1900e-003	0.0761	0.0000	261.2016	261.2016	0.0260	0.0177	267.1316

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	752.64	752.64	752.64	749,770	749,770
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	752.64	752.64	752.64	749,770	749,770

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
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.569121	0.056513	0.180870	0.112593	0.021111	0.005121	0.013190	0.012692	0.000800	0.000580	0.024593	0.000331	0.002484
Other Non-Asphalt Surfaces	0.569121	0.056513	0.180870	0.112593	0.021111	0.005121	0.013190	0.012692	0.000800	0.000580	0.024593	0.000331	0.002484
Parking Lot	0.569121	0.056513	0.180870	0.112593	0.021111	0.005121	0.013190	0.012692	0.000800	0.000580	0.024593	0.000331	0.002484

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	11.9952	11.9952	1.9400e-003	2.4000e-004	12.1138
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	11.9952	11.9952	1.9400e-003	2.4000e-004	12.1138
NaturalGas Mitigated	2.0900e-003	0.0190	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7162	20.7162	4.0000e-004	3.8000e-004	20.8393
NaturalGas Unmitigated	2.0900e-003	0.0190	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7162	20.7162	4.0000e-004	3.8000e-004	20.8393

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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					
Automobile Care Center	388206	2.0900e-003	0.0190	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7162	20.7162	4.0000e-004	3.8000e-004	20.8393
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.0900e-003**	**0.0190**	**0.0160**	**1.1000e-004**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**20.7162**	**20.7162**	**4.0000e-004**	**3.8000e-004**	**20.8393**

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					
Automobile Care Center	388206	2.0900e-003	0.0190	0.0160	1.1000e-004		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	20.7162	20.7162	4.0000e-004	3.8000e-004	20.8393
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.0900e-003**	**0.0190**	**0.0160**	**1.1000e-004**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**20.7162**	**20.7162**	**4.0000e-004**	**3.8000e-004**	**20.8393**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	117394	10.8617	1.7600e-003	2.1000e-004	10.9691
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	12250	1.1334	1.8000e-004	2.0000e-005	1.1446
Total		**11.9952**	**1.9400e-003**	**2.3000e-004**	**12.1138**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	117394	10.8617	1.7600e-003	2.1000e-004	10.9691
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	12250	1.1334	1.8000e-004	2.0000e-005	1.1446
Total		**11.9952**	**1.9400e-003**	**2.3000e-004**	**12.1138**

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	0.0737	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2400e-003	1.2400e-003	0.0000	0.0000	1.3200e-003
Unmitigated	0.0737	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2400e-003	1.2400e-003	0.0000	0.0000	1.3200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2400e-003	1.2400e-003	0.0000	0.0000	1.3200e-003
Total	**0.0737**	**1.0000e-005**	**6.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2400e-003**	**1.2400e-003**	**0.0000**	**0.0000**	**1.3200e-003**

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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	9.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2400e-003	1.2400e-003	0.0000	0.0000	1.3200e-003
Total	**0.0737**	**1.0000e-005**	**6.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.2400e-003**	**1.2400e-003**	**0.0000**	**0.0000**	**1.3200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.5703	0.0827	1.9800e-003	5.2277
Unmitigated	2.5703	0.0827	1.9800e-003	5.2277

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	2.5289 / 1.54997	2.5703	0.0827	1.9800e-003	5.2277
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.5703**	**0.0827**	**1.9800e-003**	**5.2277**

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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	2.5289 / 1.54997	2.5703	0.0827	1.9800e-003	5.2277
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.5703**	**0.0827**	**1.9800e-003**	**5.2277**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	20.8431	1.2318	0.0000	51.6379
Unmitigated	20.8431	1.2318	0.0000	51.6379

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	102.68	20.8431	1.2318	0.0000	51.6379
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**20.8431**	**1.2318**	**0.0000**	**51.6379**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	102.68	20.8431	1.2318	0.0000	51.6379
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**20.8431**	**1.2318**	**0.0000**	**51.6379**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

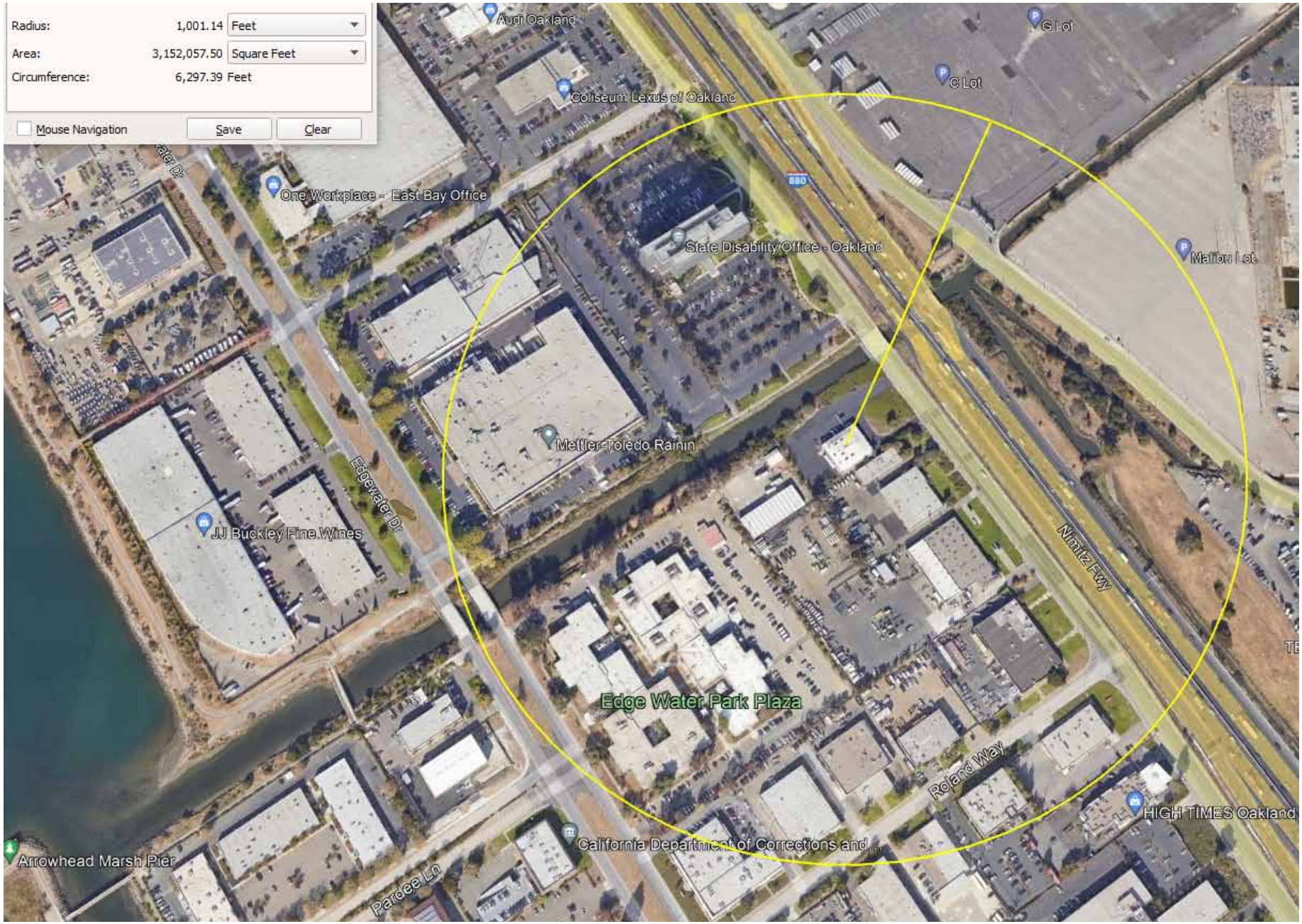
Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

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

User Defined Equipment

Equipment Type	Number



Attachment C
Sensitive Receptors, none within a 1,000-foot radius of the Project site

Attachment D
Nearest Noise-Sensitive Residential Land Uses, outside of a 3,700-foot radius of the Project site