Pismo State Beach & Oceano Dunes SVRA

Public Works Plan

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area

Public Works Plan

Volume 3. Draft Environmental Impact Report

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CALIFORNIA STATE PARKS SINCE 1864

CALIFORNIA STATE PARKS SINCE 1864 OHV

Pismo State Beach and Oceano Dunes
State Vehicular Recreation Area

Public Works Plan
Volume 3: Draft
Environmental Impact Report

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Table of Contents

Volume 3

APPENDICES

The following appendices are presented separately in a technical appendix volume of the Draft EIR:

Appendix A. Scoping Report

Appendix B. Air Quality Calculations

Appendix C. Noise Calculations

FIGURES

TABLES

ACRONYMS, ABBREVIATIONS, AND SYMBOLS

°C	Celsius
µg/^{m3}	micrograms per cubic meter
2017 Scoping Plan Update	Strategy for Achieving California's 2030 Greenhouse Gas Target
3CE	Central Coast Community Energy
AB52	Assembly Bill 52
ACMs	asbestos-containing materials
ADA	Americans with Disabilities Act
afy	acre-feet per year
ALUC	Airport Land Use Commission
ALUP	Airport Land Use Plan
AMMs	Avoidance and Minimization Measures
APCD	Air Pollution Control District
APCO	Air Pollution Control Officer
APP	Aerosol Particle Profiler
ATV	all-terrain vehicle
Basin Plan	Water Quality Control Plan for the Central Coastal Basin
BMP Manual	OHV BMP Manual for Erosion and Sediment Control
BMPs	Best Management Practices
BTA	Bicycle Transportation Account
Btu	British thermal units
BUOW	Western Burrowing Owl
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building Standards
CALGreen Code	California Green Building Standards Code
Cal-OSHA	California Division of Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transporation
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring
CASQA	California Stormwater Quality Association
CBC	California Building Code
CCAT	Central Coast Area Transit
CCC	California Coastal Commission
CCR	California Code of Regulations

CDF	County Fire Department
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CDPR	California Department of Parks and Recreation
CEC	California Energy Commission
Central Coast RWQCB	Central Coast Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	Chlorofluorocarbons
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CLTE	California least tern
CO	carbon monoxide
Coastal Act	California Coastal Act
Construction General Permit	General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-009-DWQ as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ)
CRHR	California Register of Historic Resources
CRI	Cultural Resource Inventory
CRLF	California red-legged frog
CUP	Conditional Use Permit
CVC	California Vehicle Code
CWA	Clean Water Act
CZLUO	Coastal Zone Land Use Ordinance
DDD	dichlorodiphenyldichloroethane
DDE	dichlorodiphenyldichloroethylene
DDT	dichlorodiphenyltrichloroethane
DOC	California Department of Conservation
DOM	Department Operations Manual
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control's
DWR	California Department of Water Resources
E-BAM	environmental beta attenuation monitors
EIR	Environmental Impact Report
EO	Executive Order
ESHA	Environmentally Sensitive Habitat Areas
ESU	Ecologically Significant Unit
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency

FESA	Federal Endangered Species Act
g	percentage of gravity
General Plan	1975 Pismo State Beach and Oceano Dunes SVRA General Plan
GHG	greenhouse gas
GIS	geographic information system
GSAs	groundwater sustainability agencies
GSP	groundwater sustainability plans
GWh	gigawatt-hours
GWP	global warming potential
H2S	hydrogen sulfide
HCFCs	Hydrochlorofluorocarbons
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
ITE	Institute of Transportation Engineers
ITP	incidental take permit
lbs	pounds
LCPs	Local Coastal Plans
LID	Low Impact Development
LNAPL	light non-aqueous phase liquid
LUP	Land Use Plan
LUST	leaking underground storage
MBTA	Migratory Bird Treaty Act
Mesa2	Nipomo-Guadale Road
mg/m3	milligrams per cubic meter
mgd	million gallons per day
MLD	Most Likely Descendant
MM	Mitigation Measure
MRZ	Mineral Resource Zone
MT CO2e/yr	Metric Tons CO2/year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCSD	Nipomo Community Services District
NFPA	National Fire Protection Association
NMMA	Nipomo Mesa Management Area
NO	nitric oxide
NO2	nitrogen dioxide
NOA	naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NOX	nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service

NRHP	National Register of Historic Places
NRP	Nipomo Regional Park
O&M	operations and maintenance
O3	ozone
Oceano	Pismo State Beach and Pismo
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHMVR	Off-Highway Motor Vehicle Recreation
OHV	off-highway vehicle
OPR	Office of Planning Research
OSHA	Occupational Health and Safety Administration
PFCs	Perfluorinated Chemicals
PG&E	Pacific Gas & Electric Company
PGA	Peak horizontal ground acceleration
Phase II Small MS4 General Permit	Storm Water Discharges from Small Municipal Separate Storm Sewer Systems
PI-SWERL®	Portable In-Situ Wind Erosion Lab
PM	particulate matter
PM10	particles with an aerodynamic diameter between 2.5 and 10 microns in diameter
PM2.5	particles with an aerodynamic diameter smaller than 2.5 microns
PMRP	Particulate Matter Reduction Plan
ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code
PWP	Public Works Plan
ROG	reactive organic gases
RPS	renewable portfolio standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAG	Scientific Advisory Group
SB	Senate Bill
SCAT	South County Area Transit
SCCAB	South Central Coast Air Basin
SCE	Southern California Edison
SF6	Sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SHRC	State Historical Resource Commission
SLF	Sacred Lands File
SLO	San Luis Obispo
SLOAPCD	San Luis Obispo Air Pollution Control District

SLOCOG	San Luis Obispo Council of Governments
SMARA	Surface Mining and Reclamation Act
SMVMA	Santa Maria Valley Management Area
SNPL	western snowy plover
So Cal Gas	Southern California Gas Company
SO2	sulfur dioxide
SOA	Stipulated Order of Abatement
SOX	sulfates
SQuiRTs	Screening Quick Reference Tables
SR	State Route
SRAs	State Responsibility Areas
SSLOCS District	South San Luis Obispo County Sanitary District
State Parks	California Department of Parks and Recreation
SVP	Society of Vertebrate Paleontology
SVRA	State Vehicular Recreation Area
SWMP	Stormwater Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board's
TACs	toxic air contaminants
TDS	Total dissolved solids
Title 24	Title 24, Part 6 of the California Code of Regulations
TMDL	Total Maximum Daily Loads
tpd	tons per day
TRT	technical review team
U.S. 101	U.S. Highway 101
U.S. EPA	United States Environmental Protection Agency
UAS	unmanned aerial system
UCMP	University of California, Berkeley Museum of Paleontology
USACE	US Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
VOCs	volatile organic compounds
Water Board	State Water Resources Control Board
WDRs	Waste Discharge Requirements
WPT	Western Pond Turtle
WST	western spadefoot toad
WUS	Waters of the US
WWTP	Wastewater Treatment Plant
YTT	yak tityu tityu

S.0 SUMMARY

S.1 Project Description (Refer to Volume 1, PWP)

Please refer to **Volume 1, "Public Works Plan,"** (PWP) for a detailed description of the PWP and its associated programs, actions, and Development Projects.

S.2 Purpose of the PWP and PWP Objectives

S.2.1 Purpose of PWP

The purpose of the PWP is to manage the Park in compliance with all State Parks management mandates, the California Coastal Act, and other applicable laws and regulations while providing resource protection and a positive visitor experience.

S.2.2 PWP Objectives

Specific Project Objectives include the following:

- Obtain and Manage for Coastal Act Compliance within the Oceano Dunes District.
- Manage the Park Consistent with State and Federal Resource Protection Goals and Mandates and Other Applicable Plans.
- Improve Public Access to the Park.
- Optimize Recreation.
- Enhance Visitor Experiences.
- Increase District Operational Efficiency.

S.2.3 Required Permits and Approvals

The following permits and approvals are required for managing and operating the Park:

- Take Permit under the State and federal Endangered Species Act (obtained independently of the PWP through the HCP and NCCP processes).
- Coastal Act Development Approval (obtained through this PWP process).
- Other specific permits for construction of the Development Projects included in the PWP (see required permit section under each PWP Development Project in Section 3.1 and 3.2 of Volume 1, PWP).

S.3 Project Impacts and Mitigation

Table S-1 summarizes all impacts associated with implementation of the PWP, identifies the significance determination for each impact, and presents the full text of the recommended mitigation measures for each impact. A complete discussion of impacts and associated mitigation measures is presented in Chapters 4 to 22 of this EIR.

The PWP would have no impacts on Mineral Resources and Population and Housing and beneficial impacts related to Biological Resources, Land Use Plans and Policies, and Recreation and Public Access. Impacts that were determined to be less than significant have been

identified in for Aesthetics, Agricultural Resources, Cultural Resources, Energy, Geology and Soils, Hydrology and Water Quality, Public Services, Utilities and Service Systems, and Wildfire.

There are two significant and unavoidable impacts associated with the PWP including temporary increase in ambient noise associated with construction, and loss of recreational opportunities (motorized public recreation and coastal access) from interim reduction of use limits. Potentially significant environmental impacts of the PWP are identified in this EIR for Air Quality, Biological Resources, Hazards and Hazardous Materials, Noise, and Transportation and Traffic, along with mitigation measures that would reduce or avoid these impacts. Therefore, potentially significant environmental impacts of the PWP fall within two categories: significant impacts that would remain significant even with mitigation (significant and unavoidable), and potentially significant impacts that could be mitigated to less-than-significant (Table S-1).

S.4 Cumulative Project Impacts

CEQA requires that an EIR evaluate a project's cumulative impacts. Cumulative impacts are the project's impacts combined with the impacts of other related past, present, and reasonably foreseeable future projects. Cumulative impacts are discussed at the end of each resource section in the EIR. This EIR determined that the PWP would result in less than cumulatively considerable when combined with other past, present, or future projects that are reasonably foreseeable in relation to Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, Transportation and Traffic, Utilities and Service Systems, and Wildfire. This EIR determined that the PWP would result in no cumulatively considerable impacts when combined with other past, present, or future projects that are reasonably foreseeable in relation to Land Use, Noise, and Recreation and Public Access. Therefore, there would be no potentially unavoidable significant cumulative impacts from the PWP, with the exception of Greenhouse Gas Emissions, where cumulative impacts are significant even without the PWP. Table S-2 provides a summary of cumulative impacts.

S.5 Project Alternatives

The alternatives discussion of this EIR was prepared in accordance with Section 15126(d) of the CEQA Guidelines and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the PWP while feasibly attaining most of the basic objectives. The following discussion summarizes the alternatives evaluated in this EIR. See Chapter 23, "Alternatives," for additional detail.

- **No Project (No PWP) Alternative:** Under this alternative, the PWP would not be approved and implemented. State Parks would maintain its current park operations, visitor use numbers and visitor programs, and continue implementing its current management programs. State Parks would continue to rely on the approved General Plan and existing Coastal Development Plan (CDP) for guidance. Other plans, such as the Habitat Conservation Plan (HCP), once approved, the dust control plan, Bio-Diversity Management Plan, and others, would continue to be implemented. Future projects, such as the PWP Development Projects and Small Development Projects, would still be planned and implemented as funding allows, but each project would require a new CDP or Amendment to the existing CDP. State Parks would continue to submit applications for individual projects. Other plans such as the Habitat Conservation Plan (HCP), once approved, and the dust control plan, would continue to be implemented.

- **No OHV (Phased) Alternative:** Under the No OHV Use Alternative, use of any vehicle identified in CVC § 38010 and 38012 as an OHV would be phased out and eliminated from the Park over five years as suggested by California Coastal Commission staff. Some vehicles, like sport utility vehicles, trucks, and dual-sport motorcycles used for OHV recreation are also classified as street-legal. By eliminating OHVs, street-legal vehicles would still be allowed to operate in the Park; thus, only removing a small subset of vehicles from the beach and dunes. See California Vehicle Code (CVC) Section (§) 38010 and § 38012 for the definition of off-highway vehicles. Street-legal vehicles would be allowed to access both unit's beach areas from Grand Avenue south to the current SVRA boundary. However, the No OHV Use Alternative would not meet the statutory purpose of the OHV park unit and would require reclassification.

  With regards to the PWP Development Projects, the No OHV Alternative would result in less funding and in projects with OHV-related components not being implemented (e.g., Oso Flaco and Phillips 66/Southern Entrance Project). Projects with existing (non-OHV related) funding would be completed (e.g. Oceano Campground Infrastructure Improvement Project, Pier and Gran Avenue Entrances and Lifeguard Towers Project, and North Beach Campground Facility Improvements), projects with non-motorized components (e.g. Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, and Oso Flaco Improvement Project (Initial) would be implemented; however without potential access to reliable OHV fund sources, these projects would compete with the over 271 other State Park units for possible funding and would likely be delayed.

  With regards to Small Development Projects, the No OHV Alternative would result in projects with motorized recreation elements not being implemented (e.g., 40 Acre Riding Trail Installation and Replacement of the Safety and Education Center).

  Under this Alternative, State Parks would be required to fund all District activities from another source instead of the currently available and dedicated OHV Trust Fund. Without OHV Trust Fund support, the now robust Resource Management Program efforts, would likely be severely curtailed. Current spending for these programs (at approximately 2 million dollars annually estimated in 2017 dollars for the shorebird program alone) would be reduced and result in significant impacts to sensitive and endangered species and habitats currently funded through OHV Trust Funds to meet the state and federal management requirements.

- **No General Plan Amendment:** The Oso Flaco Improvement Project (Future) and the Phillips 66 Southern Access Project require an amendment to the existing Pismo State Beach and Oceano Dunes SVRA General Plan. Under the No General Plan Amendment Alternative, no Oso Flaco Future and no Philips 66/Southern Entrance Development Projects would be constructed and any resolution of planning issues would have to occur within the existing Park footprint. Every other element of the PWP, including the Development Projects, could be implemented as proposed and impacts resulting from implementation of these project would be the same.

S.5.1 Environmentally Superior Alternative

CEQA requires that, among the alternatives, an "environmentally superior" alternative be selected and that the reasons for such selection be disclosed. In

general, the environmentally superior alternative is the alternative that would generate the fewest or least severe adverse impacts. For the purposes of this EIR, the No General Plan Amendment Alternative is environmentally superior, because it achieves most of the basic objectives of the PWP, but would not include the larger Development Projects (Oso Flaco Future Improvement Project and/or Phillips 66/Southern Entrance Project) and would therefore result in less environmental impacts, as a result of the smaller project footprints.

S.6 Areas of Controversy and Issues to be Resolved

CEQA Guidelines § 15123(b) requires the EIR Summary to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public and issues to be resolved, including choice among alternatives and whether and how to mitigate the significant effects. These issues are discussed below.

Existing Park Operations. The effects of the existing park operation are controversial, including use of motor vehicles on the beach and in sensitive dune habitat, dust and sand blown off site and downwind, and impacts to protected species. These concerns are associated with the ongoing park operation and its recreational use; these are not concerns generated by new PWP programs of actions or by the Development Projects associated with the PWP. The activities causing impact and controversy have been previously authorized and established as allowable uses under the adopted State Park General Plan and Amendments. PWP approval would not be responsible for authorizing the underlying park activities, which are otherwise approved. It could be perceived as controversial by some to allow these existing uses to continue without greater restrictions; however, it is not the goal of this PWP EIR to evaluate existing authorized uses, the parameters of current park operations, or implementation of regulatory permit conditions. A no-OHV Alternative is discussed in Chapter 23, “Alternatives,” of this EIR.

Balance of Resource Protection and Recreation Opportunity. The main controversy concerning the PWP is striking an acceptable balance between motorized recreation opportunity and protection of natural resources and visitor experiences. State Parks’ mission is to provide both high-quality recreation opportunity (Public Resources Code [PRC] § 5090.01 et seq.) including motor vehicle recreation and resource protection that conserves and improves habitat over time (SB249). The PWP represents State Parks’ efforts to balance these competing needs. Some conservation interests and those opposed to motorized recreation at Oceano Dunes would like to see State Parks reduce park access to OHVs through a complete ban or through increased riding restrictions in either hours, open area, or vehicle numbers. Conversely, motorized recreation interests have seen multiple sizable reductions in park acreage open to OHV recreation and camping and would like to see both the existing area preserved and previously closed areas reopened.

Table S-1. Summary of Project Impacts and Mitigation Measures

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics	**Impact 4-1: Substantial Adverse Effects on Scenic Vistas** The Pier and Grand Avenue Entrances and Lifeguard Towers Project would replace the aging entrance stations, temporary lifeguard towers (which are installed seasonally during the summer months), and comfort stations with new, more modern facilities that would better serve the needs of park visitors and staff. The replacement facilities would be of similar size and mass as compared to the existing facilities. The permanent lifeguard observation towers would be constructed on top of the existing restroom buildings; therefore, the existing structures would approximately double in height (to 23 feet above the ground surface). The increased height of the lifeguard stations would represent a change in the viewshed, and would be visible from public vantage points including the beach areas, visitor parking areas, and the adjacent public roadways. Although the new lifeguard stations would be taller, they would retain the same small circumference, and lifeguard stations are a common feature in beach viewsheds. All of these new facilities, including the permanent lifeguard towers and the new entrance stations, would also have a more modern appearance than the current facilities. The facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design.	LTS	No mitigation is required.	LTS

B = Beneficial Impact; LCC = Less than Cumulatively Considerable; LTS = Less than Significant; S = Significant; PS = Potentially Significant; SU = Significant and Unavoidable

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	The small size and natural visual appearance of the new boardwalk and viewing platforms associated with the Pismo State Beach Boardwalk Project would not detract from scenic vistas. The Safety and Education Center Project would replace the existing facility with a newer, more modern facility. The Trash Enclosure Project would substantially improve the existing visual conditions by providing screening around the dumpsters. There is no scenic vista at the Oso Flaco Improvement Project site. The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk across the lake with a new boardwalk of a similar size and appearance. The new temporary lifeguard tower at the beach in the Oceano Dunes SVRA associated with the Oso Flaco Improvement Project would be a small structure that would be of a similar scale, mass, and visual appearance to existing temporary one-story lifeguard towers currently used on the beach near Pier and Grand Avenues during the summer months. Lifeguard towers are a common and normal part of the viewshed at any beach/ocean environment and are structures that recreationists are accustomed to viewing during their recreational experience. Therefore, these projects would result in a **less-than-significant** impact related to adverse effects on scenic vistas.			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics	**Impact 4-2: Substantially Degrade the Visual Character or Quality of Public Views in Non-Urbanized Areas, or Conflict with Zoning or Other Regulations Governing Scenic Quality in Urbanized Areas** The only new facilities at the Phillips 66/Southern Entrance Project that would be visible from public views would be the new campgrounds, which would be approximately 0.5 mile west of SR 1 and only visible for a few seconds from vehicles traveling on the roadway. Depending on the exact location of the new entrance kiosk near the intersection of SR 1 and the private access road to the Santa Maria Refinery (which would be determined in the future), the kiosk could be visible to motorists travelling on SR 1; however, the topography in this area consists of gently rolling hills, which could block all views of the entrance kiosk from SR 1. All State Parks facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design. Therefore, the Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would not substantially degrade the existing visual character or quality of public views of the sites or their surroundings, and would result in **less-than-significant** impacts.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics	Replacement of the existing aging facilities with the new, more modern facilities within the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project would improve the existing visual character and quality at each project site and would not result in conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas. The Park Corporation Yard Improvement Project would include construction of a new two-story facilities building, along with a several one-story buildings, storage sheds, and parking. Although a portion of the existing trees and shrubs that currently provide visual screening from SR 1 would be removed to accommodate additional Corporation Yard parking, an approximately 50-foot-wide setback from SR 1 along the east side of the new parking area would be implemented. This setback area would include a portion of the existing trees and shrubs, which would help to provide visual screening of the new and modified facilities at the Corporation Yard from adjacent public viewpoints along SR 1. The existing approximately 80-foot-wide setback between the Corporation Yard and SR 1 along the northern half of the project site, which is	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	currently vegetated with grass and scattered trees, would continue to be maintained. Therefore, these impacts would be **less than significant**.			
Aesthetics	**Impact 4-3: Substantial Light and Glare Effects from New Lighting Sources** There are no sensitive receptors in the vicinity of the Oso Flaco Improvement Project. The Phillips 66/Southern Entrance Project could include a multi-use special events area with nighttime lighting for a limited number of evening events that would occur infrequently over the course of a year. The nighttime lighting of the special events area would be located approximately 0.5 mile from the nearest development, which consists of mixed light industrial/commercial/residential land uses to the northeast; this distance would eliminate light spillover effects and would reduce light and glare effects from headlights of OHVs that may operate at the Phillips 66/Southern Entrance Project after dark. However, lighting of the larger special events area during nighttime events could contribute to skyglow. Because the special events area would be constructed with shielded and downward-facing lights, skyglow effects would be minimized to the maximum extent feasible. Furthermore, the special events area would be used at night infrequently during the year, and the lighting would only be used for a few hours after darkness while the event is taking place. All new lighting would be	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	designed to be consistent with PWP Lighting Design Standards. With adherence to these PWP lighting design standards, new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized. Therefore, substantial new light and glare effects would not occur, and impacts from the Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would be **less than significant**.			
Agricultural Resources	**Impact 5-1: Conflicts with Ongoing Agricultural Operations** The only PWP Development Project in proximity to agricultural operations is the Oso Flaco Improvement Project. Recreational facilities along the north and northeastern border of the Oso Flaco Improvement	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Project site would be set back from the adjacent off-site agricultural operations. Buffers consisting of bioswales and upland restored areas would be established around the improvement site boundaries providing further separation of visitors to the Oso Flaco Improvement Project site and ongoing agricultural uses. These buffers would effectively reduce potential land use conflicts with ongoing agricultural operations; therefore, this impact would be **less than significant**.			
Air Quality	**Impact 6-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan** The Development Projects and Small Development Projects would not conflict with or obstruct implementation of the SLOAPCD 2001 Clean Air Plan. These Projects would not result in changes to park visitation or vehicle use levels, though they may affect where in the Park visitors recreate. In addition, consistent with statewide regulations such as the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, project contractors are required limit idling time and reduce associated emissions and the project would be subject to fugitive dust control practices to further reduce fugitive dust emissions consistent with SLOAPCD Rule 401, Visible Emissions, Rule 402, Nuisance, and Rule 403, Particulate Matter Emission Standards. In addition, as detailed in Impact 6-2 below, implementation of the PWP Development Projects and Small Development Projects	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	would not exceed the thresholds established by SLOAPCD with consideration of the 2001 Clean Air Plan and achieving attainment status for the region. Thus, impacts related to the potential for conflicting with or obstructing implementation of the Clean Air Plan as a result of the proposed site-specific improvement projects are considered **less than significant**.			
Air Quality	**Impact 6-2: Cumulatively Considerable Net Increase of Criteria Air Pollutants** <u>Construction</u> Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to and or downwind of the various site-specific improvement project sites. Although the emissions modeling demonstrates that thresholds are not anticipated to be exceeded, SLOAPCD recommends that all projects implement fugitive dust control measures. Therefore, without implementation of the SLOAPCD-recommended fugitive dust control measures, or other measures of equal or better effectiveness, this impact is considered potentially significant. Mitigation Measures 6-1 and 6-2 would ensure that that fugitive dust mitigation measures are implemented at the PWP Development Project and Small Development Project sites; Mitigation Measure 6-1 would apply to site-specific improvement projects with grading areas that are less than 4 acres and that are not within 1,000 feet of any sensitive receptor; this would include Oso Flaco	PS	**Mitigation Measure 6-1: Fugitive Dust Mitigation Measures for Projects with Grading Areas Less than 4-acres and Not Within 1,000 Feet of any Sensitive Receptor.** To mitigate fugitive dust emissions generated by construction activities, the following shall be implemented at site-specific improvement project construction sites: a. Reduce the amount of the disturbed area where possible; b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Improvement Projects, Trash Enclosure at Post 2/Beach Trash Management, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, 40-Acre Riding Trail Installation, and Pismo State Beach Boardwalk Replacement. Mitigation Measure 6-2 would apply to Development Projects with grading areas that are greater than 4 acres or are within 1,000 feet of any sensitive receptor; this would include Pier & Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Oceano Campground Campfire Center Replacement Project, Butterfly Grove Public Access Project, Oceano Campground Infrastructure Improvement Project, Park Corporation Yard Improvement Project and Pismo Creek Estuary Seasonal (Floating) Bridge. Implementation of Mitigation Measures 6-1 and 6-2 would further reduce fugitive dust emissions and ensure a **less-than-significant impact**.		potable) water should be used whenever possible; c. All dirt stock-pile areas should be sprayed daily as needed; d. All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used. e. All of these fugitive dust mitigation measures shall be shown on grading a building plans; and f. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent the transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Air Quality	*Phillips 66/Southern Entrance Project - There is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis. Additional environmental analysis including detailed modelling to estimate impacts would be conducted at a future time. However, it could be reasonably assumed that impacts related to air quality would be similar to those associated with the Oso Flaco (Future) Development Project.	not applicable	To be determined during future environmental analysis, if project moves forward.	not applicable
Air Quality	<u>Operations</u> New buildings and infrastructure would not generate emissions that exceed the SLOAPCD thresholds. There would not be a net increase in visitor or staff vehicle operations, and therefore no expected increase in fugitive dust emissions related to vehicle use. Long-term operations associated with the site-specific improvement projects would not 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; this impact is **less than significant**.	LTS	No mitigation is required.	LTS
Air Quality	**Impact 6-3: Expose Sensitive Receptors to Substantial Pollutant Concentrations** The Pier & Grand Avenue Entrances and Lifeguard Towers Project would include construction activity as close as 50 feet to a restaurant on Grand Avenue with	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	outdoor seating, 75 feet to a fast throughput restaurant on Pier Avenue, and approximately 200 feet to vacation rental homes on Strand Avenue off of Pier Avenue. Similarly, the North Beach Campground Facility Improvements Project would include construction activity approximately 30 feet south of an RV resort and 300 feet west of a travel trailer park. The Butterfly Grove Public Access Project would include construction activity approximately 20 feet north of residences. However, as noted above, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance. The Development Projects are anticipated to take approximately 3 months to implement. The Pismo Creek Estuary Seasonal (Floating) Bridge Installation would also occur within approximately 150 feet of the western perimeter of a RV resort, but this activity would only take two to three days at any given time. In addition, as detailed in Table 6-1, the maximum daily emissions of DPM, which would not be the typical emissions rate over the entire construction periods, would be less than 0.5 pounds per day for any of these projects; this is less than 8 percent of the SLOAPCD daily threshold; similarly, the maximum quarterly emissions of DPM from these construction activities would be less than 0.015 tons, which is less than 11 percent of the SLOAPCD daily threshold. As			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	such, construction activities would not be anticipated to expose sensitive receptors to substantial TAC concentrations and this impact is **less than significant**.			
Air Quality	The Phillips 66/ Southern Entrance Project could involve additional construction, if it moves forward. Construction would be temporary, and emissions would stop at the end of the construction duration. Construction would be anticipated to occur several years into the future, not likely concurrently with other Development Projects included in Tables 6-1 and 6-2. Construction equipment that would serve projects further in the future are likely to be less emissive than the current average construction fleet due to incorporation of more equipment that meets more recent CARB emissions standards and uses cleaner burning fuel. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis; while total acreages are estimated, the potential for demolition or re-use of any existing buildings on-site is currently unknown, requirements for grading, trenching, and cut and fill are also unknown. In addition, future ground surveys would be needed to determine site constraints and opportunities, refine proposed facilities, evaluate re-use of existing site infrastructure and utilities, or add additional functional components to the site concept. Additional environmental analysis including detailed	Not applicable	To be determined during future environmental analysis, if project moves forward.	Not applicable

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	modelling to estimate impacts would be conducted at a future time.			
Biological Resources	**Impact on Special-status Species: PWP Implementation** Impacts on special-status species and their habitats from existing park activities could result from operations and management of facilities, programs for visitor use and safety, park maintenance, natural and cultural resource management, and other miscellaneous Park operations. State Parks would continue to implement their standard practices and policies and AMMs currently in place for existing and future management activities and potential impacts on special-status from these activities are covered by the HCP and were analyzed in the HCP EIR. Additionally, it is the policy of State Parks to implement park acquisitions and resource, facility, and visitor use management strategies that foster long-term sustainability of natural animal and plant populations and the processes that influence the dynamics of these populations. These policies are described in detail in the Operations Manual for Natural Resources (CDPR 2004). Besides negative impacts on special-status species, there are also many beneficial effects on special-status species resulting from implementation of State Park's ongoing standard practices and AMMs. Therefore, impacts to special-status species from existing park activities would be **less than significant**.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological **Resources**	**Impact 7-1: Direct and Indirect Impacts on SNPL and CLTE Secondary Habitat** Development Projects including Oso Flaco Improvement Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project could result in direct or indirect impacts on SNPL and CLTE because they would be constructed immediately adjacent to or within secondary habitat. Construction of the boardwalk associated with the Oso Flaco Improvement Project could directly impact nesting, foraging, or wintering SNPL and foraging or wintering CLTE and would remove habitat. The addition of the RV campground in the future phase would introduce more visitors to this area of the Park, which could introduce additional trash, dogs, noise, and recreational activities that could result in stress, reproductive failure, reduce foraging success, illness, or even death to SNPL. These impacts to SNPL and CLTE would be potentially significant; however, construction disturbance would be temporary, the proposed Development Projects have been designed to avoid impacts to special-status species habitat to the extent feasible, as mandated in the DOM (CDPR 2004), and Parks would seek an amendment to the HCP for the Oso Flaco Improvement Project because it would represent changes to the use pattern in the area. The HCP specifies AMMs to protect SNPL and CLTE, including but not limited to, visitor and employee education, posted speed limits, trash management and predator	PS	**Mitigation Measure 7-1: Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat.** The intent of this mitigation measure is to restore disturbed habitat to pre-construction conditions or to the desired future conditions per State Park's goals and objectives. Impacts to native vegetation communities and special-status species habitat shall be avoided during the design phase to the extent feasible. Prior to final design, State Parks shall map the community type and acreage of vegetation that would be subject to project disturbance. Prior to implementation of each project affecting native vegetation communities that could support special-status species State Parks shall prepare a Habitat Restoration and Revegetation Plan to support the construction design specifications that shall include at a minimum, as required by the State Parks' Natural Resources Handbook (CDPR, n.d.), the following:	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	control, seasonal exclosure and single-nest exclosure fencing, monitoring, habitat enhancement, and no-disturbance buffers. The AMMs target areas where SNPL and CLTE are known to nest along the shoreline, but also include other suitable habitat areas where SNPL and CLTE could occur. Additionally, with the implementation of State Park's standard practices and policies (SNPL and CLTE management programs), along with implementation of Mitigation Measure 7-1 (Restore and Compensate for Impacts to Native Vegetation Communities and Special-status Species Habitat) and Mitigation Measure 7-2 (Protect Breeding and Nesting SNPL and Compensate for Habitat Impacts), impacts would be reduced to **less than significant**.		• Objective of the revegetation; • Characterization of the site including the identification of sensitive species; • Measures to avoid or reduce damage to native communities and sensitive species; • Vegetation expected to occupy the site in the absence of human disturbance; • Sources of materials to be used for revegetation; • Quantities of materials to be used; • Planting techniques • Appropriate planting density; • Certified Weed Free site stabilization materials; • Source and cost of labor to be used; • Timing likely to yield the best chance of success; • Any special conditions, such as short-term irrigation, or herbivore control, necessary to ensure establishment;	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			• Success criteria; and • A monitoring program to measure success. The replacement ratios for native vegetation will be as follows: woodland vegetation (2:1), riparian vegetation (3:1); shrub-dominated vegetation (1:1), and herbaceous vegetation (1:1). Habitat enhancement such as supplemental planting with native species in disturbed areas and/or invasive weed control shall also be acceptable to compensate for impacts on natural vegetation communities, as the same ratios described above. Habitat restoration can occur anywhere in the park, and ongoing habitat enhancement and use of native vegetation for dust mitigation that creates habitat would count toward the compensation ratios. The creation or restoration of habitat shall be monitored annually for up to five years. Remediation activities (e.g. additional planting, removal of non-native invasive species, trash removal, or	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			erosion control) shall be undertaken as necessary to ensure the success of the restoration effort. If it can be clearly demonstrated that the intent of the mitigation measure has been met prior to the end of the 5-year monitoring period, monitoring may cease prior to the full length of the period. If the mitigation fails to meet the established performance criteria after the maintenance and monitoring period, monitoring and remedial activities shall be extended beyond the original period until the criteria are met. **Mitigation Measure 7-2: Protect Breeding and Nesting SNPL and Compensate for Habitat Impacts.** Construction of the Oso Flaco Boardwalk in suitable habitat for SNPL shall be constructed outside of the SNPL breeding season (March 1 to September 30). Prior to construction, preconstruction surveys within 500 feet of the work area shall be conducted for SNPL that may be foraging in the area during the non-breeding season. If SNPL are present,	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			no work shall commence until they have left the area on their own. Daily monitoring of construction activities shall be conducted by a qualified biologist. If SNPL are observed within 100 feet during construction activities, work shall cease until the bird has left the area. After construction of the Oso Flaco boardwalk, this amenity will only be available during the non-breeding season (October – February). During the SNPL breeding season, the boardwalk extension will be closed in the location where it splits from the current boardwalk and exclosure fencing shall be installed just south of the existing trail that leads from Oso Flaco Lake down to the beach and around the new boardwalk area to protect nesting SNPL. Signs in English and Spanish shall be posted identifying this area as closed due to nesting SNPL and warning violators of penalties for trespassing into the closed area. State Park rangers will have the responsibility to enforce park regulations enacted to protect		

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			SNPL, including issuing citations for incidents of trespass into the area closed for nesting. In addition, resource staff monitors will contact visitors who violate park regulations and, where appropriate, contact rangers who will issue a citation. Prior to opening this new boardwalk section to the public, the entire length will be assessed for maintenance to remove accumulated sand, repair sections that were damaged during the closure, and any ongoing deterioration. This activity will follow the AMMs identified in the HCP for all maintenance activities on developed infrastructure within the covered lands. Daily monitoring will take place during and immediately after the SNPL breeding season (when exclosure fencing is removed) to enable better identification of potential human use-related threats to SNPL and to summon law enforcement assistance, if needed, to prevent or eliminate any human use related threats to the species. Weekly	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			monitoring for the location of SNPL within the project area will occur during the non-breeding season (October 1 through February 29), as staff levels and weather conditions allow. Monitoring will be increased if necessary (e.g., during storm events). During the non-breeding season, if determined to be necessary to protect wintering SNPL, Parks staff may temporarily close the Oso Flaco Boardwalk area through suitable habitat. Approximately 0.542 acre of SNPL critical habitat will be impacted by the construction of the Oso Flaco Boardwalk. In addition, it is anticipated that 0.806 acre of SNPL known breeding/nesting habitat will be impacted by the changes in visitor use patterns, lifeguard tower, and other associated changes that result from the addition of the Oso Flaco campground. To compensate for this habitat impact, Parks shall prepare a Restoration Plan for enhancement of SNPL breeding/nesting habitat elsewhere in the Park at a 3:1 ratio	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			where deemed appropriate. Enhancement can take the form of creation of new foredune habitat, invasive exotic species control in suitable habitat, and/or increased management and monitoring of known habitat. Enhancement of the SNPL habitat shall be monitored for 3 years for restoration success, and indefinitely for use by SNPL. It is possible that the HCP will need to be amended and updated to include the proposed improvements for the Oso Flaco Interim and Future improvements if the loss of habitat or take numbers increase beyond the current levels identified in the HCP.	
Biological Resources	The Pismo Creek Estuary Seasonal (Floating Bridge) Installation Small Development Project could impact roosting and foraging SNPL and CLTE; however, construction would be temporary and with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and HCP SNPL AMM 114 and CLTE AMM 101, these impacts would be reduced to **less than significant**.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources	The Replacement of the Safety and Education Center Small Development Project has a low potential for nesting and foraging that could be disrupted during construction; however, construction would be temporary and with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and HCP SNPL AMMs 8-19 and SNPL AMM 102, and CLTE AMMs 7-16, and implementation of Mitigation Measure 7-1, these impacts would be reduced to **less than significant**.	PS	Implement Mitigation Measure 7-1.	LTS
Biological Resources	The Oso Flaco Boardwalk Replacement Small Development Project could disturb roosting and foraging CLTE during construction; however, construction would be temporary and with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and CLTE AMMs 102 and 103, and implementation of Mitigation Measure 7-1, these impacts would be reduced to **less than significant**.	PS	Implement Mitigation Measure 7-1.	LTS
Biological Resources	The 40 Acre Riding Trail Installation Small Development Project could potentially cause CLTE to be struck by a vehicle during construction or operations, as CLTE have been observed flying through this area. The Trash Exclosure at Post 2 & Beach Trash Management is outside of the typical nesting area for SNPL and CLTE; however, there is a low potential for nesting and foraging that could be disrupted during construction.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	However, with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and HCP AMMs for SNPL and CLTE, this impact would be reduced to **less than significant**.			
Biological Resources	**Impact 7-2: Direct and Indirect Impacts on CRLF, WPT, and WST** Development Projects including Oso Flaco Improvement Project, Park Corporation Yard Improvement Project (bridge over Meadow Creek), Oceano Campground Infrastructure Improvement Project, North Beach Campground Facility Improvements Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project, would result in direct or indirect impacts to CFLR, WPT, and WST because they would be constructed immediately adjacent to or within suitable habitat. However, with implementation of State Park's standard practices and policies, wildlife management programs, and HCP CRLF AMMs 1-49, as applicable (specifically CFLF AMMs 16, 17, and 24-33) that would also protect and minimize impacts to WPT and WST, and implementation of Mitigation Measure 7-1 and Mitigation Measure 7-3 (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), these impacts would be reduced to **less than significant**.	PS	Implement Mitigation Measures 7-1 and 7-3. **MM 7-3: Preconstruction Surveys for Special-Status Species, Avoidance or Relocation, and Monitoring** Within 30 days prior to construction, reconnaissance-level preconstruction surveys shall be conducted for special-status species (other than SNPL and CLTE) and their habitat by a qualified biologist approved by the applicable agency (CDFW and/or USFWS for listed species) to conduct surveys and handle special-status species, if necessary. If special-status species habitat is present within the project area, focused surveys shall be conducted for the potentially occurring special-status species, if necessary, to identify and implement appropriate	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			avoidance and minimization measures. The surveys shall be conducted by a qualified biologist in accordance with all currently applicable presence and absences survey and/or species protocols established by CDFW and/or USFWS ("Species Protocols"), as applicable. In the absence of any approved Species Protocols, the survey shall extend for a minimum of 125 feet around areas where any aground-disturbing activities will occur, provided that permission to access has been obtained. Surveys shall be conducted during the appropriate season(s) to detect the species, if present. To meet seasonal requirements stipulated by Species Protocols, some surveys may be required more than 30 days before ground disturbances. In that case, follow-up pre-disturbance surveys also shall be required within 30 days before the start of the ground disturbance to confirm that no changes in species status have occurred in the survey area since the original survey. To avoid any impact	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			during construction in areas where special-status species have been documented, the HCP AMMs shall be implemented along with any other necessary AMMs as determined by Parks Staff while preparing the Project Evaluation Forms (PEFs) for project activities, such as implementing exclusion buffers, installation of flagging and/or fencing, timing of work activities, If impacts on special-status species habitat are unavoidable and special-status species are observed, they may be relocated upon determination by the agency-approved biologist that an appropriate relocation site exists, and relocation is the preferred avoidance method. The agency-approved biologist will be allowed sufficient time to move special-status species from the work site before work activities begin. Only agency approved biologists will participate in activities associated with the capture, handling, and monitoring of special-status species.	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			For areas where special-status species have been documented or where their habitat is present, an agency-approved biologist will conduct a training session for all construction personnel before any ground disturbing project activities occur. At a minimum, the training will include a description of the special-status species that have potential to occur in the area and their habitat, the importance of their habitat, the general AMMS that are implemented to conserve habitat as they relate to the project, and the potential project impacts. Immediately prior to the start of any ground disturbing project activities, the agency-approved biologist will conduct a survey sweep of the project area to ensure no special-status species remain in the work area. If special-status species are observed, the agency-approved biologist will relocate them as necessary. The agency-approved biologist will be present at the work site until the removal of all special-status species	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			and instruction of workers, and will remain available/on-call during habitat disturbance. The agency-approved biologist may determine the level of monitoring necessary and can designate a Park representative and/or the contractor or permittee to designate a person to monitor on-site compliance with all applicable AMMs. The agency-approved biologist will ensure that this individual receives training and identification of special-status species. The monitor and the agency-approved biologist will have the authority to halt any action that might result in impacts to special-status species.	
Biological Resources	The Pismo Creek Estuary Seasonal (Floating) Bridge Installation Small Development Project would be installed in aquatic habitat; however, Because CRLF, WPT and WST are unlikely to occur at this location, project activities would have a **less than significant impact**.	LTS	No mitigation is required.	LTS
Biological Resources	The Oso Flaco Boardwalk Replacement Project Small Development Project spans approximately 940 linear feet of aquatic habitat including wetlands and open water where CRLF and WPT are known to occur and could cause temporary disturbance to habitat and	PS	Implement Mitigation Measure 7-3.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	individuals and cause injury or mortality if they are present in the work area during construction. However, construction would be temporary and with implementation of State Park's standard practices and policies, wildlife management programs, and HCP CRLF AMMs 38-41 that would also protect and minimize impacts to WPT and WST, along with implementation of Mitigation Measure 7-3 (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), these impacts would be reduced to **less than significant**. Additionally, the HCP includes the loss of up to 1.5 acres of CRLF aquatic habitat for the boardwalk replacement.			
Biological Resources	The 40 Acre Riding Trail Installation Small Development Project is outside of aquatic habitat and CRLF, WPT and WST are unlikely to disperse through the area; therefore, project activities would be **less than significant**.	LTS	No mitigation is required.	LTS
Biological Resources	The Oceano Campground Campfire Center Replacement Project Small Development Project is adjacent to riparian and creek habitat that has potential habitat for CRLF and WPT and could result in mortality or injury of dispersing adult and juvenile frogs or turtles. However, with implementation of State Park's standard practices and policies, wildlife management programs, and HCP CRLF AMMs 38-41 that would also protect and minimize impacts to WPT and WST, and implementation of	PS	Implement Mitigation Measures 7-1 and 7-3.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Mitigation Measure 7-1 and Mitigation Measure 7-3, these impacts would be reduced to **less than significant**.			
Biological Resources	**Impact 7-3: Direct and Indirect Impacts on Coast (California) Horned Lizard and Silvery Legless Lizard** Development Projects including the Oso Flaco Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers, North Beach Campground Facility Improvement Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project, could result in direct or indirect impacts on coast horned lizard and silvery legless lizard because they would be constructed within suitable habitat. However, with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of Mitigation Measure 7-1 and Mitigation Measure 7-3, impacts to coast horned lizard and silvery legless lizard would be **less than significant**.	PS	Implement Mitigation Measures 7-1 and 7-3.	LTS
Biological Resources	Small Development Projects, including the 40 Acre Riding Trail Installation, Oceano Campground Campfire Center Replacement Project, and Trash Exclosure at Post 2 and Beach Trash Management, could result in direct or indirect impacts to coast horned lizard and silvery legless lizard because they would be constructed immediately adjacent to or within suitable habitat. However, with implementation of State Park's standard	PS	Implement Mitigation Measures 7-1 and 7-3.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	practices and policies, wildlife management programs, and implementation of Mitigation Measure 7-1 and Mitigation Measure 7-3, impacts to coast horned lizard and silvery legless lizard would be **less than significant.**			
Biological Resources	**Impact 7-4: Direct and Indirect Impacts on BUOW** Development Projects including the Oso Flaco Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project, could result in direct or indirect impacts on BUOW because they would be constructed within suitable wintering habitat. However, construction activities would be temporary and with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of Mitigation Measure 7-1 and Mitigation Measure 7-3, impacts to BUOW would be **less than significant**.	PS	Implement Mitigation Measures 7-1 and 7-3.	LTS
Biological Resources	Small Development Projects including the Replacement of Safety and Education Center, Oso Flaco Boardwalk Replacement Project, 40 Acre Riding Trail Installation, and Trash Exclosure at Post 2 & Beach Trash Management could result in direct or indirect impacts on BUOW because construction would occur in suitable habitat. However, with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of Mitigation Measure 7-	PS	Implement Mitigation Measures 7-1 and 7-3.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	1 and Mitigation Measure 7-3, impacts to BUOW would be **less than significant**.			
Biological Resources	**Impact 7-5: Direct and Indirect Impacts on Nesting and Wintering/Migratory Birds** Nesting birds could occur anywhere throughout the PWP planning area and could be impacted by construction activities, or other routine maintenance and Park upkeep activities that involved habitat impacts which could cause injury, mortality, and disturbance to nesting birds, their young, and their habitat. These impacts could be potentially significant; however, as part of State Park's standard practices and policies, wildlife management programs, and implementation of Mitigation Measure 7-1 and Mitigation Measure 7-4 (Preconstruction Nesting Bird Surveys, Avoidance, and Monitoring), this impact would be **less than significant**.	PS	Implement Mitigation Measures 7-1 and 7-4. **Mitigation Measure 7-4: Preconstruction Nesting Bird Surveys, Avoidance, and Monitoring** To the extent possible, project activities that could result in impacts to nesting birds as a result of noise or habitat removal will be scheduled to occur outside of the bird breeding season (March 1 to August 31). Any work that cannot be avoided during the bird breeding season that requires disturbance of vegetation suitable for nesting, or results in an increase in noise or other disturbance that could cause nest failure, will require prior approval from a DPR-approved biologist; and a nesting bird survey within 5 days of commencement of work will be required in and around the project area. Actively nesting birds will be protected with a no disturbance buffer to be determined by the DPR-approved biologist to ensure that project activities do not	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			result in nest failure, and a biological monitor may be required to be onsite to monitor active nests as determined by the DPR-approved biologist.	
Biological Resources	State Park's PWP Development Projects would not result in injury or mortality of foraging/migratory birds. PWP Development Projects could result in temporary disturbance of foraging or roosting wintering/migratory birds. Specifically, individuals or flocks could be displaced from foraging or roosting habitat during the period of disturbance and/or could be deterred from foraging or roosting during the period of disturbance. However, most activities would be temporary and short in duration. Furthermore, the footprint of any PWP Development Project is small compared to the overall presence of natural habitat in the park, and therefore abundant suitable foraging and roosting habitat would be present away from any construction activities. Additionally, Mitigation Measure 7-1 would restore foraging and roosting habitat. As a result, impacts to foraging/migratory birds would be **less than significant**.	PS	Implement Mitigation Measure 7-1.	LTS
Biological Resources	**Impact 7-6: Direct and Indirect Impacts on American Badger** Development Projects including the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, could result in direct or indirect impacts on American badger; however, it is unlikely as American	PS	Implement Mitigation Measure 7-3.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	badgers and/or badger dens have never been observed within the areas open to motorized recreation and tracks have only been observed once in April 2019. Therefore, because potential for American badgers is low and with implementation of Mitigation Measure 7-3, this impact would be **less than significant**.			
Biological Resources	**Impact 7-7: Direct and Indirect Impacts on Special-Status Plants** Development Projects including the Oso Flaco Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers, Pismo State Beach Boardwalk Project, Phillips 66/Southern Entrance Project, could result in impacts to special-status plants. However, as part of its standard practices and policies, State Parks would conduct a survey for special-status plant species prior to the start of construction during the appropriate phenological period, if determined to be necessary by a State Parks Environmental Scientist (CDPR 2004). Additionally, State Parks would implement HCP Plants AMMs 1-38. Any special-status plant species found would be flagged and/or fenced off and avoided during construction. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. State Parks would also implement Mitigation Measure 7-1, which would require restoration and compensation for natural vegetation loss. For any take	PS	Implement Mitigation Measure 7-1.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	of federally or state listed plants are that is unavoidable, State Parks would seek coverage under the HCP. With implementation of these standard practices and measures, impacts on special-status plants would be **less than significant**.			
Biological Resources	Small Development Projects including the Pismo Creek Estuary Seasonal (Floating) Bridge Installation, Oso Flaco Boardwalk Replacement, and 40 Acre Riding Trail Installation would occur in special-status plant suitable habitat. However, as part of its standard practices and policies, State Parks would conduct a survey for special-status plant species prior to the start of construction during the appropriate phenological period, if determined to be necessary by a State Park Environmental Scientist (CDPR 2004). Any special-status plant species found would be flagged and/or fenced off and avoided during construction. Trails open to vehicles will be sited with adequate buffers from any known occurrences of special-status plants and select segments could also be fenced to protect populations from driving or trampling by park visitors. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. For any take of federally or state listed plants are that is unavoidable, State Parks would seek coverage under the HCP. Along with these measures and	PS	Implement Mitigation Measure 7-1.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	implementation of Mitigation Measure 7-1, impacts on special-status plants would be **less than significant**.			
Biological Resources	**Impacts on Riparian and other Sensitive Habitats/ESHA: PWP Implementation** Impacts from PWP implementation could include impacts on riparian and/or other sensitive natural communities that also qualify as ESHA under the California Coastal Act. However, State Parks would continue to implement their standard practices and AMMs currently in place for existing and future management activities. These AMMs can be found in the HCP EIR Appendix B (CDPR 2020). Besides negative impacts to these sensitive habitats, there are also beneficial effects due to State Park's ongoing standard practices and AMMs, including surveys, restoration work, and monitoring. Therefore, impacts to riparian and other sensitive habitats/ESHAs from existing park activities would be **less than significant**.	LTS	No mitigation is required.	LTS
Biological Resources	**Impact 7-8: Direct and Indirect Impacts on Riparian and other Sensitive Natural Communities/ESHA** Development Projects including the Oso Flaco Improvement Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project, would occur within riparian or other	PS	Implement Mitigation Measure 7-1.	LTS B

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	sensitive communities/ESHA that could cause indirect and direct impacts. However, as part of State Parks' standard practices and policies, impacts to sensitive natural communities would be avoided to the extent feasible and these areas would be excluded from construction with flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Additionally, State Parks would implement Mitigation Measure 7-1, which would restore and/or mitigate for loss of sensitive natural communities/ESHA. State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. State Parks would obtain any necessary permits, such as a Lake and Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW), for impacts to jurisdictional resources such as riparian habitat. Additionally, extensive restoration of riparian habitat and other natural vegetation will occur at the Oso Flaco Improvement Project resulting in a net gain of sensitive natural communities/ESHA of up to 24.22 acres, which would be a **beneficial impact**. As a result, effects on sensitive natural communities/ESHA would be **less than significant**.			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources	Small Development Projects including the Replacement of Safety and Education Center and 40 Acre Riding Trail Installation, would occur within riparian or other sensitive natural communities/ ESHAs. However, as part of their standard practices and policies, State Parks would avoid impacts to sensitive habitats to the extent feasible and exclude these areas from construction with flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Additionally, State Parks would implement Mitigation Measure 7-1, which would restore and/or mitigate for loss of natural vegetation communities including those that qualify as sensitive natural communities/ESHA. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. As a result, effects on sensitive natural communities would be **less than significant**.	PS	Implement Mitigation Measure 7-1.	LTS
Biological Resources	**Impacts on Wetlands/WUS: PWP Implementation** Impacts from PWP management activities could include impacts on wetlands and/or wetland vegetation alliances, other Waters of the US (WUS), and wetlands as defined by the Coastal Commission and USFWS. However, State Parks would continue to implement their standard practices and AMMs currently in place for	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	existing and future management activities. These AMMs can be found in the HCP EIR Appendix B (CDPR 2020). Besides negative impacts to wetlands and WUS, there are also beneficial effects due to State Park's ongoing standard practices and AMMs, including surveys, restoration work, and monitoring. Therefore, impacts to wetlands, wetland vegetation alliances, WUS, and wetlands as defined by the Coastal Commission and USFWS from existing park activities would be **less than significant**.			
Biological Resources	**Impact 7-9: Direct and Indirect Impacts on Wetlands/WUS** Development Projects including the Oso Flaco Improvement Project, Park Corporation Yard Improvement Project (including bridge over Meadow Creek), Oceano Campground Infrastructure Improvement Project, North Beach Campground Facility Improvements Project, Pismo State Beach Boardwalk Project, Phillips 66/Southern Entrance Project, would occur within areas containing wetlands, and/or wetland vegetation alliances, WUS, and wetlands as defined by the Coastal Commission and USFWS. However, as part of their standard practices and project planning, State Parks would avoid impacts to wetlands and/or wetland vegetation alliances, other WUS, and wetlands as defined by the Coastal Commission and USFWS to the extent feasible and exclude these areas from all development and construction activities with a	PS	Implement Mitigation Measure 7-1.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	minimum of 25-foot buffers (or less depending on site constraints), which may include flagging and/or fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Where wetlands cannot be avoided, State Parks will conduct a wetland delineation to determine the exact acreage that will be impacted by project activities. Additionally, State Parks would implement Mitigation Measure 7-1, which would restore and/or mitigate for natural vegetation communities, and would also include any wetland communities. State Parks would obtain any necessary permits, including a Clean Water Act (CWA) Section 404 permit from the US Army Corps of Engineers, CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Lake and Streambed Alteration Agreement from CDFW for any project that would require such permit, and would comply with all permit conditions during project implementation, including any specification related to wetland/WUS replacement, as applicable. As a result, effects on wetlands/wetland alliances, other WUS, and wetlands as defined by the Coastal Commission and USFWS would be **less than significant**.			
Biological Resources	Small Development Projects including the Pismo Creek Estuary Seasonal (Floating) Bridge Installation Oso Flaco Boardwalk Replacement Project, and Oceano	PS	Implement Mitigation Measure 7-1.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Campground Campfire Center Replacement Project would occur within wetlands, wetland vegetation alliances, other WUS, and wetlands as defined by the Coastal Commission and USFWS. However, as part of their standard practices and project planning, State Parks would avoid impacts to wetlands to the extent feasible and exclude these areas from all development and construction activities with a minimum of 25-foot buffers (or less depending on site constraints), which may include flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Where wetlands cannot be avoided, State Parks will conduct a wetland delineation to determine the exact acreage that will be impacted by project activities. Additionally, State Parks would implement Mitigation Measure 7-1, which would restore and/or mitigate for natural vegetation communities. Also, State Parks would obtain any necessary permits, including a Clean Water Act (CWA) Section 404 permit from the US Army Corps of Engineers and CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board and a Lake and Streambed Alteration Agreement from CDFW if applicable, and would comply with all permit conditions during project implementation, including any specification related to wetland/WUS replacement, as applicable. As a result,			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	effects on wetlands/wetland alliances, other WUS, and wetlands as defined by the Coastal Commission and USFWS would be **less than significant**.			
Biological Resources	**Impacts on Wildlife Movement: PWP Implementation** Impacts on wildlife movement from Park/PWP activities could disturb wildlife and disrupt their movements; however, wildlife would be habituated to the current existing conditions. State Parks would continue to implement their standard practices and AMMs currently in place for existing and future management activities. Besides negative impacts to wildlife movement, there are also beneficial effects due to State Park's ongoing standard practices and AMMs, such as surveying, habitat restoration, and monitoring. Therefore, impacts to wildlife movement from existing park activities would **be less than significant**.	LTS	No mitigation is required.	LTS
Biological Resources	**Impact 7-10: Impacts on Wildlife Movement** Development Projects including the Oso Flaco Improvement Project, Park Corporation Yard Improvement Project (bridge over Meadow Creek), Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project, could temporarily disrupt wildlife movement during project construction. However, impacts would be temporary during construction and would not be expected to result in new permanent wildlife barriers. The projects would occur in areas of ample open	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	space/natural communities and any wildlife would be able to pass through the area even during construction. As a result, effects on wildlife movement would be **less than significant**.			
Biological Resources	The Pismo Creek Estuary Seasonal (Floating) Bridge Installation Small Development Project could inhibit fish movement, especially during low flows when water levels in the estuary are low. However, the bridge would be designed to allow movement of all fish species, as well as an exchange of fresh and saltwater by constructing the interlocking pieces of the bridge with wide openings. In addition, if water levels are so low that the bridge is not allowing the free movement of fish, the bridge would be removed until there is sufficient water to allow the bridge to float. As a result, wildlife movement impacts associated with the floating bridge would be **less than significant**.	LTS	No mitigation is required.	LTS
Biological Resources	The 40 Acre Riding Trail Installation Small Development Project could deter wildlife from moving through the area at times when recreation is high or during trail development. However, no barriers or impediment to wildlife movement would occur with this Small Development Project because it would occur in an area of ample open space/natural communities and any wildlife would be able to pass through the area during construction and operation; therefore, the impact would be **less than significant**	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources	The Oso Flaco Boardwalk Replacement Small Development Project could temporarily deter wildlife from moving through the area during construction. However, construction impacts would be temporary and the new structure would be located in the same alignment at its current location; therefore, no new wildlife barriers would be constructed and the impact **is less than significant**.	LTS	No mitigation is required.	LTS
Cultural Resources and Tribal Cultural Resources	**Impact 8-1: Substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?** Archaeological resources have been identified in the Park, and some have been identified within the footprint of the PWP Development Projects and other Small Development Projects; however, where known resources have been documented, Development Projects have been designed to avoid impacts to previously documented archeological resources. If any newly encountered archaeological resources were discovered as the designs move forward, Development Projects would be redesigned if necessary, to avoid any adverse impacts on archeological resources. Prior to implementing PWP Development Projects, State Park Archaeologists will establish conditions and treatments for avoidance and monitoring if determined necessary. If conditions have changed since environmental review and indicate the need for additional archaeological inventory or indicate newly identified project impacts,	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	avoidance measures will be developed prior to and during project implementation. There is the possibility that unknown buried archaeological resources are present and susceptible to damage or discovery during project implementation. State Parks has policies and procedures to ensure proper treatment of inadvertently discovered archaeological resources. Because State Parks will continue to implement its cultural resources management project to avoid impacts and because PWP Development Projects and Small Development Projects have been designed and will continue to be designed and implemented to avoid and sensitive archeological resources, implementation of the PWP would result in a **less-than-significant** impact on archaeological resources.			
Cultural Resources and Tribal Cultural Resources	**Impact 8-2: Disturbance of any human remains, including those interred outside of formal cemeteries?** Implementation of the PWP including the management programs and the Development Projects is not expected to disturb any human remains, including those interred outside formal cemeteries. No human remains have been identified in the Park; however, ground-disturbing activities in areas previously undeveloped or containing undisturbed soils and sediments may result in the inadvertent discovery of human remains. Encountering human remains would initiate specific treatment plans, conditions, and procedures as mandated by Health and Safety Code Section 7050.5, by the Public Resources	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Code Section 5097.98, and CEQA California Code of Regulations Section 15064.5(e). Incorporating CDPR policies and protocols of avoidance, monitoring, inadvertent discovery, and project redesign (if required) would reduce potential disturbance of human remains to **less than significant**.			
Cultural Resources and Tribal Cultural Resources	**Impact 8-3: Substantial adverse change in the significance of a Tribal cultural resource, pursuant to Assembly Bill 52?** The PWP is not expected to result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074. As described above, a request for a Sacred Lands File (SLF) records search and Native American contacts list for the PWP project areas was sent to the California Native American Heritage Commission (NAHC). The NAHC confirmed the presence of Native American cultural sites and provided a list of Native American individuals who may have knowledge of cultural resources within the PWP project areas. State Parks sent letters to each of these individuals inviting them to participate in consultation pursuant to AB52 regarding Tribal cultural resources and has received responses from three groups. To date, consultation has not identified any tribal cultural resources in the planning area that could be impacts as a result of project implementation. Therefore, impacts on tribal cultural resources from implementation of the PWP is **less-than-**	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	significant. Consultation will continue throughout project planning and implementation to ensure no newly identified tribal cultural resources are impacted.			
Energy	**Impact 9-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.** Construction of Development Projects would involve consumption of construction-related energy in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). The primary energy demands during construction would be associated with construction equipment and vehicle fueling. Energy in the form of fuel and electricity would be consumed during this period by construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site. Development Projects would be constructed to meet currently-applicable energy efficiency standards at the time of construction. Once the projects are constructed, operations would not result in a net increase in users of or staff to serve the PWP area. Therefore, while use patterns may shift in how users use the PWP area and facilities, there would not be a net increase in vehicle trips or related fuel use. Operation of buildings and facilities in the PWP area would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting,	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	electronics, and office equipment. Energy demand to serve current building and facility operations is considered a part of the baseline conditions for the purposes of this analysis. New projects would be more energy efficient than existing projects of the same type within the PWP area that were constructed prior to the existence of energy efficiency standards or under previous less stringent energy efficiency standards. Considering this information, the site-specific projects would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy and this impact is considered **less than significant**.			
Energy	**Impact 9-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency.** The Development Projects would be primarily construction-only projects and not result in the development of new land uses that would induce new demand for electricity and natural gas. However, the Oso Flaco Phase 1 and Phase 2 Projects and the Park Corporation Yard Improvement Project would include the construction and operation of new buildings that would generate new demand for electricity and natural gas. State plans and policies for renewable energy and energy efficiency include the most recently adopted California Energy Code and California Green Building Standards Code (CalGreen). The design and construction of new and retrofit buildings would be required to comply with the California Code of Regulations. The	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	California Energy Code and CalGreen are expected to become increasingly more stringent over time to further the State's renewable energy and GHG reduction goals. Replacement of existing infrastructure would also result in new facilities built to current standards, which are more energy efficient than older facilities that were built to prior, less stringent, standards. Implementation of the proposed site-specific projects would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, this impact is **less than significant**.			
Geology and Soils	**Impacts: PWP Implementation** All buildings would be designed and constructed according to applicable building codes, including the CBC. Ongoing operation of park management programs and plans involves structural maintenance and upkeep. New construction only includes facilities that are consistent with existing facilities and do not expand the existing footprint above 10% and for which grading is generally minor. Therefore, implementation of the PWP would result in **less-than-significant** impacts related to seismic and geologic hazards.	LTS	No mitigation is required.	LTS
Geology and Soils	Operation and maintenance activities associated with the PWP may include grading of areas larger than 50 cubic yards. Grading of amounts larger than 50 cubic yards is subject to all resource management guidelines and would be conducted in full compliance with all	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	applicable permits such as the National Pollutant Discharge Elimination System (NPDES) permits issued by SWRCB. Furthermore, ground disturbance of areas larger than 1 acre requires a site-specific SWPPP with associated BMPs specifically designed to control stormwater discharges and prevent pollutant transport into downstream receiving waters. Therefore, ongoing operation of the PWP would not violate water quality standards or WDRs, or conflict with implementation of the Basin Plan (which is intended to protect designated beneficial uses). This impact would be **less than significant**.			
Geology and Soils	Most of the PWP planning area is underlain by Holocene-age rock formations of the Young Alluvial Valley Deposits that are considered to be of low paleontological sensitivity. Because ongoing maintenance and operational activities associated with implementation of the PWP involve only a limited amount of minor grading for facilities that are consistent with existing facilities and do not expand the existing footprint above 10%, implementation of the PWP would result in **less-than-significant** impacts related to destruction of unique paleontological resources.	LTS	No mitigation is required.	LTS
Geology and Soils	Ongoing OHV riding at the Oceano Dunes SVRA does not destroy or substantially modify the dunes. The dunes constitute an active, not a static, geologic feature; the sand is always present and the dunes themselves are continually reshaped on a daily basis by strong winds	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	blowing from the Pacific Ocean. OHV riding does not eliminate the sand. Tracks in the sand from OHV riding are eliminated overnight or within 1–2 days from the force of the wind, which constantly redistributes the sand into different patterns regardless of whether OHV riding occurs or not. Furthermore, the OHV riding area includes only approximately 2 miles of the 18-mile-long Guadalupe-Nipomo Dune Complex. Therefore, implementation of the PWP would result in **less-than-significant** impacts related to destruction of a unique geologic feature.			
Geology and Soils	**Impact 10-1: Seismically-Induced Risks to People and Structures from Strong Seismic Ground Shaking and Liquefaction** PWP Development and Small Development Projects in the PWP planning area are vulnerable to seismic ground shaking generated by earthquakes. Due to underlying geologic conditions in the Oceano area, Site amplification may cause shaking from distant earthquakes, which normally would not cause damage, to increase locally to damaging levels. The vulnerability in the PWP planning area is compounded by the widespread distribution of highly liquefiable soils that are expected to re-liquefy when ground shaking is amplified from the next earthquake on regionally active faults. However, construction of all project-related buildings that are intended for human habitation is required by law to comply with the requirements of the	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	California Building Standards Code (CBC). As required by the CBC, site-specific geotechnical reports would be prepared by licensed engineers, and recommendations contained therein to provide for seismic safety (as determined by CBC requirements) would be incorporated into the project design and construction of all buildings. Because the CBC is designed to reduce hazards from seismic ground shaking and liquefaction to the maximum extent practicable, the site-specific projects proposed in the PWP planning area would result in **less-than-significant** impacts related to seismic hazards.			
Geology and Soils	**Impact 10-2: Potential for Short-Term Construction-Related Erosion and Loss of Topsoil** Soils at all of the Development Project sites, except the North Beach Campground Facility Improvements Project, have a moderately high to high potential for wind erosion. Parks would continue to implement their Soil Conservation Standards and supporting Guidelines including OHV Best Management Practices (BMPs) (which apply primarily to trails) and SWPPPs and associated BMPs (which apply primarily to other new construction) as necessary. Therefore, the site-specific projects proposed in the PWP planning area would result in **less-than-significant** impacts from short-term construction-related erosion hazards.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Geology and Soils	**Impact 10-3: Increase in Geologic Hazards from Unstable/Expansive Soils** Soils at the Development Project sites are unstable and subject to liquefaction, lateral spreading hazards, and/or expansion potential. However, by law, buildings and other structures must be designed according to the requirements of the CBC, which contains criteria for reducing structural damage from unstable and expansive soils to the maximum extent practicable. With compliance with the CBC, the Development Projects proposed in the PWP planning area would result in **less-than-significant** impacts related to unstable and expansive soils.	LTS	No mitigation is required.	LTS
Geology, Soils, and Paleontological Resources	**Impact 10-4: Potential for Damage to or Destruction of Unique Paleontological Resources** Holocene-age rock formations (which underlie most of the PWP planning area), are not paleontologically sensitive. The Holocene to late Pleistocene-age Young Alluvial Valley Deposits at the North Beach Campground Facility, Butterfly Grove Public Access, eastern end of the Oso Flaco Lake Boardwalk Replacement, and Oso Flaco Improvement Project sites are considered to be of low paleontological sensitivity. Thus, construction-related earthmoving activities would have a **less-than-significant** impact on unique paleontological resources.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Geology and Soils	**Impact 10-5: Potential for Destruction of a Unique Geologic Feature** The Guadalupe-Nipomo Dune Complex is identified as a unique coastal dune landscape, park of which is a National Landmark. The Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, 40 Acre Riding Trail Project, Safety and Education Center Replacement Project, Trash Enclosure Project, Oso Flaco Lake Boardwalk Replacement Project, and the Oso Flaco Improvement Project, which would all be implemented in the Guadalupe-Nipomo Dune Complex, would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes) as compared to current conditions. Therefore, these development projects would have **less-than-significant** impacts.	LTS	No mitigation is required.	LTS
Greenhouse Gas Emissions	**Impact 11-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.** With consideration for the existing SLOAPCD emissions thresholds, the revised Sacramento Metropolitan Air Quality Management District thresholds, and the minor long-term net increase in emissions that could occur as a result of the construction of proposed site-specific projects, implementation of site-specific projects would	LCC	No mitigation is required.	LCC

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	not generate GHG emissions at a rate or in an amount that would directly or indirectly have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; this impact is **less than cumulatively considerable**.			
Hazards and Hazardous Materials	**Impacts: PWP Implementation** State Parks routinely uses and stores unleaded gasoline, diesel fuel, oil, solvents, paint, and tires at the Corporation Yard within Pismo Beach on SR 1. State Parks employees are required to use and dispose of hazardous materials in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials. Training related to use, storage, and handling of hazardous material is routinely provided to employees at the Corporation Yard. Hazardous materials are collected annually by a hazardous materials recycler. The Corporation Yard is operated under a site-specific Storm Water Pollution Prevention Plan (California State Parks 2017) as required by the Central Coast Regional Water Quality Control Board, which includes measures to prevent spills of hazardous materials and to appropriately clean up any accidental spills that may occur. Therefore, implementation of the PWP would result in **less-than-significant** impacts associated with the routine use, transport, disposal, upset, and accident conditions related to hazardous materials.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials	**Impact 12-1: Potential Risks Associated with the Routine Use, Transport, Disposal, Upset, and Accidental Discharge of Hazardous Materials** Hazardous materials typically used in construction operations such as diesel fuel, solvents, and paints would likely be used during construction activities associated with all of the Development Projects. Hazardous materials used during construction activities would be handled and stored in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials. The enhancement and expansion of facilities and recreational opportunities at Pismo State Beach and the Oceano Dunes SVRA is not anticipated solely to attract additional visitors to the SVRA; however, attendance is anticipated to fluctuate over time, which during times of high use, would result in an increased use of gasoline and oils needed for the operation of OHVs. The increased use of these common materials would not create a substantial hazard to the public or environment because individuals would handle relatively small volumes to operate OHVs at the Oceano Dunes SVRA. In addition, SVRA staff members are required to promptly clean up hazardous spills (if any occur) and dispose of trash for the health and safety of the environment. Furthermore, State Parks requires that construction, maintenance, and operation of all facilities occur in	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	compliance with federal, state, and local regulatory requirements regarding the handling and disposal of hazardous materials for the protection of surface water and groundwater, soils, and people. Therefore, impacts from the routine use, transport, and disposal of hazardous materials associated with all of the site-specific PWP improvement projects would be **less than significant**.			
Hazards and Hazardous Materials	**Impact 12-2: Potential Exposure to Hazardous Materials from Construction and Operation in a Cortese-Listed Site or Other Known Hazardous Materials Site** Sediment in Oso Flaco Lake and Little Oso Flaco Lake contains elevated residues of DDD, DDE, and DDT (i.e., hazardous materials) from pesticide runoff related to agricultural activities. The level of contamination does not meet the threshold for a California hazardous waste (Padre Associates 2017). Human contact with lake sediment would be minimal as a result of construction and recreation activities, and the levels of residual pesticides are not high enough to result in the endangerment of human health. Therefore, the Oso Flaco Improvement Project and the Oso Flaco Lake Boardwalk Replacement Project would have a **less-than-significant** impact related to construction and operation in a site that is known to contain low levels of hazardous materials.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials	A small portion of the Phillips 66/Southern Entrance Project would be located within an open-active hazardous materials site on the Cortese List, which is related to past activities by Phillips 66 at its Santa Maria Refinery. Groundwater has been contaminated with LNAPL, and the plume extends in a radius of approximately 3.7 acres. The LNAPL contamination is present at depths of 50 to 70 feet below the ground surface. The contaminated groundwater plume is confined to an area that is underneath the existing Phillips 66 buildings on the east side of the railroad tracks. A system to treat the contaminated groundwater is in the process of being tested, but has not yet been installed by Phillips 66, and the treatment system is likely to be operational for at least 5 years (SWRCB 2020b). Because the contaminated groundwater is 50 to 70 feet below the ground surface, direct contact with contaminated groundwater by construction workers, and park visitors or staff would not occur. However, chemicals could travel upwards through the soil and volatilize inside new buildings, which could result in an indoor human health hazard. Furthermore, a new groundwater well would be required to support future recreational activities at the Phillips 66/Southern Entrance Project. Depending on the timing, location, depth, and amount of groundwater that is withdrawn, such withdrawal could either directly encounter contaminants or indirectly cause contaminants in the	S	**Mitigation Measure 12-2a: Perform a Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment, Coordinate with SWRCB, and Revise Site Plans as Necessary.** Prior to finalization of site-specific improvement plans, State Parks shall hire a licensed civil engineer to prepare a site-specific Hydraulic Analysis related to the new groundwater well at the Phillips 66/Southern Entrance Project site. The study shall include recommended setbacks for drilling of the new groundwater well in a location that will not influence the contaminated groundwater plume, and shall include recommendations for groundwater treatment for human consumption as drinking water (if necessary). State Parks shall also hire a licensed environmental professional to perform a Human-Health Risk Assessment (including an indoor air quality analysis), along with a Screening-Level Ecological Risk Assessment for the development	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	plume to migrate, thereby expanding the size of the plume and potentially resulting in additional contaminated groundwater. With the implementation of Mitigation Measure 12-2a, this impact is considered **less than significant**.		proposed at the Phillips 66/Southern Entrance Project site. Finally, State Parks shall coordinate with SWRCB regarding the results of the Hydraulic Analysis for the new well and the indoor air quality analysis, to ensure that human health and surface and groundwater quality are sufficiently protected. State Parks shall also coordinate with SWRCB and Phillips 66 to ensure that proposed development of the Phillips 66/Southern Entrance Project does not interfere with ongoing remedial activities. Recommendations contained in the Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment shall be implemented by State Parks, and site plans for the Phillips 66/Southern Entrance Project shall be revised as necessary to incorporate such recommendations. Any necessary on-site groundwater treatment infrastructure (if required) shall be implemented to ensure that the on-	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			site groundwater well meets State drinking water standards.	
Hazards and Hazardous Materials	Due the age of on-site buildings that would be demolished as part of the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Replacement Project, and Phillips 66/Southern Entrance Project, asbestos and lead-based paint could be encountered during demolition activities. If not handled property, asbestos-containing materials and lead-based paint could pose a human and environmental health hazard. With the implementation of Mitigation Measure 12-2b, this impact is considered **significant**.	S	**Mitigation Measure 12-2b: Perform a Survey for Lead-Based Paint and Asbestos-Containing Materials and Implement Proper Demolition and Disposal Procedures.** Prior to demolition or reuse of any on-site buildings, State Parks shall retain a California Division of Occupational Safety and Health (Cal-OSHA) certified asbestos consultant to investigate whether any asbestos-containing materials or lead-based paints are present, and could become friable or mobile during rehabilitation or demolition activities. If any materials containing asbestos or lead-based paints are found, they shall be removed by an accredited contractor in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The materials containing lead or asbestos shall be disposed of properly	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			at an appropriate off-site disposal facility.	
Hazards and Hazardous Materials	**Impact 12-3: Airport Safety Hazards** The Pier and Grand Avenue Entrances and Lifeguard Towers Project, Oceano Campground Infrastructure Improvement Project, and the Oceano Campground Campfire Center Replacement Project would not create new sources of glare that could adversely aircraft pilots, would not create new lighting that is difficult to distinguish from airport lighting. The Pier Avenue Entrance and Lifeguard Tower Project would be consistent with the Oa (open space) classification in the Airport Land Use Compatibility Plan, which recognizes the need to continue existing uses. The new lifeguard tower proposed as part of the Pier Avenue Entrance and Lifeguard Tower Project would be 23 feet tall, which is the same height as a standard two-story house. There are many existing two-story structures in the vicinity that are closer to the airport runway than the proposed new lifeguard tower. Furthermore, given the distance of the lifeguard tower from the runway and the height of the proposed structure, the new lifeguard tower would not exceed the FAA height restriction for structures within the 20:1 approach surface. Therefore, impacts related to airport hazards from the Pier Avenue Entrance Project, Oceano Campground Infrastructure Improvement Project, and the Oceano Campground	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Campfire Center Replacement Project would be **less than significant**.			
Hazards and Hazardous Materials	The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project may require the construction and use of a small stormwater detention basin to appropriately treat and detain flows. However, if such a basin is necessary, it would be small in size and would be designed for short-term detention (i.e., empties in 2–3 days) rather than long-term retention. Thus, these projects would not involve new uses that could attract birds and thereby create bird strike hazards. Therefore, impacts related to airport hazards from the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would be **less than significant**.	LTS	No mitigation is required.	LTS
Hydrology and Water Quality	**PWP Implementation** Operation and maintenance activities associated with the Corporation Yard are regulated under a site-specific SWPPP. Corporation Yard activities and their standard operational practices are evaluated annually and enhanced, as needed, to prevent impacts to stormwater. Quarterly O&M Activity and BMP Assessment Forms are prepared by the Oceano Dunes District and submitted to the Central Coast RWQCB. State Parks follows the approach recommended by the California Stormwater Quality Association in its *Municipal Stormwater BMP Handbook*, which provides	LTS	No mitigation is required	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	guidance to municipal stormwater programs on selecting and implementing BMPs to reduce pollutants in runoff from municipal operations, including recommendations for "Fertilizer and Pesticide Management." Operation and maintenance activities associated with the PWP may include grading of areas larger than 50 cubic yards. Grading of amounts larger than 50 cubic yards is subject to all resource management guidelines and would be conducted in full compliance with all applicable permits such as the National Pollutant Discharge Elimination System (NPDES) permits issued by SWRCB. Furthermore, ground disturbance of areas larger than 1 acre requires a site-specific SWPPP with associated BMPs specifically designed to control stormwater discharges and prevent pollutant transport into downstream receiving waters. Therefore, ongoing operation of the PWP would not violate water quality standards or WDRs, or conflict with implementation of the Basin Plan (which is intended to protect designated beneficial uses). This impact would be **less than significant**.			
Hydrology and Water Quality	**Impact 13-1: Violate Water Quality Standards or Waste Discharge Requirements or Conflict with a Water Quality Control Plan** All of the site-specific projects within the PWP planning area are required to adhere to the SWRCB's NDPES Construction General Permit requirements and the	LTS	No mitigation is required	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Phase II MS4 Permit requirement, along with the State Parks Stormwater Management Plan related to stormwater management and discharge and control, and BMP Manual requirements related to trails. Compliance with these existing laws, regulations, and plans would serve to minimize both short-term water quality impacts from construction (at all of the Proposed Development Projects and Small Development Projects) and long-term water quality impacts associated with new development (at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project) in order to protect beneficial uses of receiving waters as designated in the Basin Plan and comply with WDRs issued to meet TMDLs established by the Central Coast RWQCB. Therefore, this impact is considered **less than significant**.			
Hydrology and Water Quality	**Impact 13-2: Substantially Deplete Groundwater Supplies or Substantially Interfere with Groundwater Recharge such that Sustainable Groundwater Management of the Basin would be Impeded** Most of the land surface at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project sites is composed of soils with a high permeability rate and would not be covered with impervious surfaces; therefore, most of these 215-acre and 890-acre sites, respectively, would continue to be available for rainfall to percolate through the soil and recharge the groundwater aquifer. In addition, some of the landscape	LTS	No mitigation is required	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	irrigation water would also likely percolate through the soil for recharge. Because most of the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project sites would still be available for rainfall to recharge the aquifer, these projects would not interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded. Therefore, impacts related to groundwater recharge would be **less than significant.**			
Hydrology and Water Quality	The Oso Flaco Improvement Project is estimated to require approximately 233.6 afy of groundwater. The Oso Flaco Improvement Project site is currently leased by State Parks for agricultural use (i.e., row crops grown on 166 acres). Actual groundwater usage data for the agricultural field at the Oso Flaco Improvement Project site is not available; however, implementing the Oso Flaco Improvement Project would likely result in a net reduction in groundwater use as compared to the existing agricultural use for irrigation of row crops (i.e., using a water demand factor of 2.5 afy per acre of rotational vegetables, the existing agricultural water usage at the project site likely averages approximately 415 afy). The groundwater used to support the Oso Flaco Improvement Project (233.6 afy) would represent approximately 0.21% of the total groundwater extracted in the SMVMA. Therefore, the impact of the Oso Flaco Improvement Project related to increased need for groundwater supplies and potential conflicts with	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	groundwater sustainability is considered **less than significant.**			
Hydrology and Water Quality	The NMMA (which includes the Phillips 66/Southern Entrance Project site) continues to experience a severe water shortage as evidenced by declining well levels. The Phillips 66/Southern Entrance Project is estimated to require a similar amount of water as the Oso Flaco Improvement Project, including landscape irrigation (233.6 afy). However, the existing Phillips 66 Santa Maria Refinery is already using 1,100 afy for its facility, and this water would transfer over to State Parks for use at the Phillips 66/Southern Entrance Project. Therefore, no additional groundwater supplies from the NMMA would be required to serve the Phillips 66/Southern Entrance Project, and the current groundwater usage at this site would be reduced by 866.4 afy as compared to 2019 conditions. Therefore, the Phillips 66/Southern Entrance Project would not substantially deplete groundwater supplies such that sustainable groundwater management of the basin would be impeded. This impact is considered **less than significant.**	LTS	No mitigation is required.	LTS
Hydrology and Water Quality	**Impact 13-3: Substantial Alteration of Drainage Patterns Resulting in Substantially Increased Erosion, Siltation, Downstream Flooding, or Increased Stormwater Runoff Volumes that would Exceed Stormwater Drainage Capacity**	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would require grading, excavation, and earthmoving activities could alter existing drainage patterns and would result in an increase in impervious surfaces as compared to existing undeveloped conditions. The increased impervious surfaces would result in additional stormwater runoff, that could contribute to increased pollutant transport to downstream waterbodies, increased erosion, as well as downstream flooding conditions. Compliance with SWRCB's NDPES Construction General Permit requirements and the Phase II MS4 Permit requirement, along with the State Parks Stormwater Management Plan requirements related to stormwater management and discharge and control and BMP Manual guidelines related to trails, would minimize both short-term impacts from construction and long-term impacts associated with new development. Therefore, the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not result in substantially increased erosion, siltation, or exceedance of stormwater drainage capacity, and would not create new flood conditions as a result of stormwater runoff, and this impact is considered **less than significant**.			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hydrology and Water Quality	**Impact 13-4: Impede Flood Flows or Risk Release of Pollutants from Inundation in a Flood or Tsunami Hazard Zone** Most of the Oso Flaco Improvement Project campgrounds and facilities and the Oso Flaco Lake Boardwalk Replacement Project would be developed in a tsunami inundation zone. In the event of a tsunami hazard, State Parks would coordinate with the State OES, the County OES, and local law enforcement to provide notification to Park staff and visitors, and to provide for orderly evacuation out of the Park eastward along Oso Flaco Lake Road, and thence to SR 1. During construction activities, construction materials and equipment would be staged within each site-specific project site. Small quantities of hazardous materials such as fuels, oils, lubricants, and paint would be temporarily stored within each staging area. If construction work is necessary during the winter rainy season, State Parks would require construction contractors to remove any hazardous materials from staging areas if flood warnings are issued. Therefore, impacts related to inundation and release of pollutants or impedance of flood flows would be **less than significant**.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hydrology and Water Quality	**Impact 13-5: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan** All of the PWP Development Projects are required to implement the SWRCB's NDPES Construction General Permit requirements and the Phase II MS4 Permit requirement, and the State Parks Stormwater Management Plan requirements, related to stormwater management and discharge and control, and BMP Manual guidelines related to trails. In addition, State Parks is required to obtain CWA Section 404 permit from the USACE, CWA Section 401 Clean water certification from the Central Coast RWQCB, and a Fish & Game Code Section 1602 Streambed Alteration Agreement from CDFW for repeated installation and removal of the Pismo Creek Estuary Seasonal (Floating) Bridge Installation and for work associated with the Oso Flaco Lake Boardwalk Replacement Project. Compliance with these existing laws, regulations, and plans would serve to minimize both short-term water quality impacts from construction and long-term water quality impacts associated with new development in order to protect beneficial uses of receiving waters as designated in the Basin Plan and comply with WDRs issued to meet TMDLs established by the Central Coast RWQCB. Therefore, the site-specific projects within the PWP planning area would not conflict with or obstruct implementation of	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	the Basin Plan, and this impact is considered **less than significant**.			
Hydrology and Water Quality	The extraction of groundwater that would be necessary to support the Oso Flaco Improvement Project (233.6 afy) would result in a net decrease of groundwater extraction in the SMVMA as compared to existing (2019) conditions, since approximately 166 acres of agricultural irrigation for row crops (estimated annual groundwater use of 415 afy) would no longer occur. Annual extraction of groundwater in the NMMA to support the Phillips 66/Southern Entrance Project (233.6 afy) would also be reduced as compared to 2019 conditions, since the Santa Maria refinery currently extracts substantially more water than would be needed for the proposed project. Therefore, the groundwater required to supply the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would not substantially decrease groundwater supplies in the basin and would not interfere with sustainable groundwater basin management. This impact is considered **less than significant.**	LTS	No mitigation is required.	LTS
Land Use Plans and Policies	**Impact 14-1: 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 proposed PWP includes Development Projects and Small Development Projects and Park operations and	B	No mitigation is required.	B

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	maintenance activities. The North Beach Campground Facility Improvements Project, Oceano Dunes Campground Infrastructure Improvements Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, and Oso Flaco Boardwalk Replacement Project, Trash Exclosure Project would include upgrades and improvements to existing facilities. The Pismo State Beach (Grand Dunes) Boardwalk Project would be an extension of the existing boardwalk north of Grand Avenue in Grover Beach. As described in the Pismo State Beach and Oceano Dunes SVRA General Plan, the purpose of Pismo State Beach is to make available to the people an outstanding coastal area of beach and sand dunes located in and southward from the City of Pismo Beach in San Luis Obispo County. The Pismo State Beach Boardwalk will provide a substantial internal public access improvement for the public trail system within the Park and to adjacent neighborhoods and therefore will result in a **beneficial impact** to the intended land use in the Park. The Pismo Creek Estuary Seasonal (Floating Bridge) Installation would reduce the pedestrian impact on Pismo Creek. This project will reduce erosion and provide a safe and convenient alternative to walking			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	through the mouth of the creek to access Pismo State Beach from the Pismo Coast Village RV Resort, a private campground that abuts the Pismo State Beach boundary. Therefore, the bridge would have a **beneficial impact** on the intended land uses of the Park. The Oso Flaco (Initial) Improvement Project will support increased recreational opportunities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the General Plan. The project would develop a southern Park destination spot that enhances day-use and adds low-cost overnight camping. The project includes additional visitor serving amenities and would have a **beneficial impact** on the intended land uses at Oso Flaco.			
Noise	**Impact 16-1: Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of Development Projects in Excess of Applicable Standards:** An average of approximately 30 construction workers would be employed at the project site during peak construction activities. Trucking for delivery and disposal of materials would occur throughout the construction period and would average one to two truck trips per day. Project-related construction traffic would result in a noise level of 54 dB Leq at 50 feet from the roadway centerlines. Simultaneous operation of the on-site construction equipment for the PWP Development Projects could	S	**Mitigation Measure 16-1: Implement Noise Control Measures** State Parks and the general construction contractor shall implement the following measures to reduce construction-generated noise: • Project construction activities shall be limited to 8 a.m. to 5 p.m. Monday through Friday. • Construction staging areas within the Development Projects shall be located as far from noise-sensitive uses as feasible.	SU

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	generate combined intermittent noise levels of up to approximately 87 dBA Leq at 50 feet from the project construction activities, which is approximately how close the nearest noise-sensitive uses are located. Construction activities would cause an increase in noise at all of the Development Projects from 12 to 42 dB above existing ambient noise conditions. Mitigation Measure 16-1 would be implemented to reduce construction-related noise impacts; however, this impact would still be **significant**.		• Construction equipment and vehicles shall be fitted with efficient, well-maintained mufflers that reduce equipment noise emission levels at the project site. Internal combustion-powered equipment shall be equipped with properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacturers' specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise. • Portable and stationary site support equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from nearby noise-sensitive receptors. • Impact tools shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			suppressed. This may necessitate the use of temporary or portable, application-specific noise shields or barriers. • Construction equipment shall not be idled for extended periods (e.g., 15 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors. • A disturbance coordinator shall be designated by the general contractor, which will post contact information in a conspicuous location near the entrance of the subject construction sites so that it is visible to nearby receivers most likely to be disturbed. The coordinator shall manage complaints resulting from the construction noise. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project proponent to ensure compliance with applicable standards.	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Noise	**Impact 16-2: Generation of Excessive Groundborne Vibration or Groundborne Noise Levels.** The movement and operation of construction equipment during construction of the Development Projects may generate temporary ground-borne vibration. The nearest vibration-sensitive uses (buildings) to any of the Development Project construction sites are approximately 50 feet. At these distances, the most substantial vibration generated by project construction equipment would attenuate to less than 78 VdB and 0.031 in/sec PPV, less than the criteria of 80 VdB and 0.5 in/sec PPV recommended by Caltrans. The vibration generated by equipment is not anticipated to be excessive or significant. Therefore, short-term construction of the Development Projects would not expose persons to or generate excessive ground-borne noise or vibration. For these reasons, this impact would be **less than significant.**	LTS	No mitigation is required.	LTS
Noise	**Impact 16-3: 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 proposed project activities would be located within the airport land use plan area for Oceano County Airport, but would not increase or otherwise affect the number of people exposed to noise from the project.	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	The proposed project does not have the potential to expose people residing or working at the proposed project sites to excessive, airstrips-related noise levels because there are no private airstrips within two miles of the project sites. This impact would be **less than significant.**			
Public Services	**Impact 18-1: Increased Demand for Fire Protection Services** The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Improvement Project provide new recreational opportunities in currently inaccessible areas of the Oceano Dunes SVRA; therefore, a larger area would be available in which visitors could recreate, thereby increasing the potential for accidental fires and the need for fire suppression. Both projects propose RV, tent, and cabin camping and the Phillips 66/Southern Entrance Project proposes a multi-use event space and multiple OHV trails. State Parks would design the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project interior circulation networks according to local and State standards to provide for emergency access and all new facilities would be accessible using standard fire equipment. Any new structures constructed as part of these site-specific improvement projects (e.g., residences, office space, kiosks, ranger stations, and concession buildings) would be required to incorporate California Fire Code requirements, as summarized in Section 18.1, "Regulatory Setting." As	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	discussed in Chapter 23, "Wildfire," State Parks would comply with California Public Resources Code fire safety regulations and park visitors would be subject to regulations for lighting, building, and use of campfires. Incorporation of California Fire Code requirements, OSHA fire suppression and emergency medical services standards, and compliance with California Public Resources Code fire safety regulations would reduce the dependence on San Luis Obispo County Fire Department equipment and personnel by reducing fire hazards. Therefore, the demand for fire protection would not substantially increase and implementation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not require the construction of new or expansion of existing fire service facilities. This impact would be **less than significant**.			
Public Services	**Impact 18-2: Increased Demand for Law Enforcement and Emergency Services** The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Improvement Project provides new recreational opportunities in currently inaccessible areas of the Oceano Dunes SVRA. Proposed PWP programs include enhancing enforcement, enhancing staff and volunteer patrol programs, and installing additional signage to assist with management of vehicular use and restrictions. Rangers and park aide patrols would continue to patrol the Oceano Dunes SVRA and would continue to be supported by the San	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Luis Obispo County Sheriff's Department South County Patrol Division and San Luis Ambulance should an emergency require outside attention. Therefore, implementation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not result in the construction of new or expansion of existing law enforcement facilities. This impact would be **less than significant**.			
Public Services	The 40 Acre Riding Trail Installation Project would provide more recreational opportunities for beginner to intermediate OHV riders. The family-focused atmosphere and focus on novice and intermediate riding conditions at the SVRA would help to minimize the risk of potential emergency and security situations (e.g., high-risk challenges or high-speed collisions). Therefore, implementation of the 40 Acre Riding Trail Installation would not result in the construction of new or expansion of existing law enforcement facilities. This impact would be **less than significant**.	LTS	No mitigation is required.	LTS
Recreation and Public Access	**Impacts 19-1: Construction or Expansion of Recreational Facilities which Might Adversely Affect the Physical Environment** The Oso Flaco (Initial) and (Future) Improvement Project would support increased recreational activities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the 1975 Pismo State Beach and Oceano Dunes SVRA General Plan (General	B	No mitigation is required.	B

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Plan). With regards to recreation, these projects would have a **beneficial impact** on recreation by improving public access, providing enhanced recreation opportunities, and providing new low cost overnight accommodations on the coast. Both Project phases would expand non-motorized recreation access to the Oso Flaco Day Use Area through additional trail and camping opportunities, expand recreational activities to include primitive camping (in the initial project) and a developed campground (in the future project), and include new visitor services amenities.			
Recreation and Public Access	The Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances & Lifeguard Towers Project, and North Beach Campground Facility Improvements Project would have **beneficial impacts** on recreation by improving public access through: improving existing low cost accommodations in the campgrounds; replacing non-compliant ADA accessible amenities; and providing new accessible amenities and visitor services.	B	No mitigation is required.	B

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Recreation and Public Access	The Park Corporation Yard Improvement Project would improve park operations and visitor services functions for the Oceano Dunes District. It would benefit recreation users by re-routing park operations traffic to avoid the North Beach Campground and therefore would have a **beneficial impact** on recreation.	B	No mitigation is required.	B
Recreation and Public Access	The Butterfly Grove Public Access and Pismo State Beach Boardwalk Project make improvements to existing recreational facilities and include the expansion of some recreational facilities that might adversely affect the environment. These projects would have a beneficial impact on recreation by improving public access through: creating new pedestrian and equestrian recreation opportunities in sensitive coastal areas that were previously closed to the public; improving parking and safe access to the Butterfly Grove; and, improving existing and creating new environmental education programs and opportunities in these project areas. The Phillips 66/Southern Entrance Project would support increased recreational activities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the 1975 General Plan. These projects would have a **beneficial impact** on recreation by improving public access and providing new low cost overnight accommodations on the coast. The project would create new OHV and non-motorized recreation access.	B	No mitigation is required.	B

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Recreation and Public Access	Proposed Small Development Projects and ongoing maintenance would enhance existing coastal access and recreation opportunities (motorized and non-motorized) and make improvements to accessibility and replace aging infrastructure. The Trash Enclosure at Post 2/Beach Trash Management would improve public access to waste disposal while on the beach. Small development projects would have **beneficial impacts** on recreation.	B	No mitigation is required.	B
Recreation and Public Access	The PWP proposes interim use limits until another carrying capacity study is conducted. Until a new study is completed, the following use capacity limits will be implemented: 500 street-legal vehicles for camping, 1,000 street-legal vehicles for day use, and 1,000 OHVs for day use. The interim use limit would pose a **significant and unavoidable** impact to motorized public recreation and coastal access to Pismo State Beach and Oceano Dunes SVRA because it would severely reduce the number of visitors that can recreation in the Park at any time when compared to current conditions.	SU	No mitigation is available.	SU
Transportation and Traffic	**Impact 20-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities.** The Project, while it would not increase vehicular travel demand, would include improvements to bicycle and pedestrian access, avoiding any conflict with local and regional land use and transportation plans. The project	PS	**Mitigation Measure 20-1: Prepare and Implement a Traffic Control Plan** Before construction begins, the State Parks and/or its construction contractor shall prepare and implement a traffic control plan to minimize construction-related traffic	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	does not conflict with any applicable circulation system plans and does not significantly add to demand on the circulation system or conflict with any congestion management programs or any other agency's plans for congestion management. The Project would not change the current use of the site or result in an increase in vehicular traffic. Vehicular traffic accompanying the construction or operation of the Project would not result in a significant traffic impact. Short-term construction activities will require the use of roadways in the area; however, this movement of equipment, materials, and construction workers would be short term. Project construction activities may add as many as 38 trips per day to roadways in the project area throughout the 8-hour work window; this would not cause any significant increase to the area roadways that would substantially affect their function. During the peak hour, a maximum of five trips would be added to area roadways. Because the proposed project would not generate more than 50 new trips during the a.m. or p.m. peak hour, based on the Institute of Transportation Engineers (ITE) screening criteria, the project would not cause a substantial increase in traffic relative to the existing traffic load and capacity of the street system (ITE 1988). Mitigation Measure 20-1 have been recommended to minimize construction-related traffic impacts. Implementing Mitigation Measure 20-1 would		safety hazards on affected roadways and ensure adequate access for emergency responders. The lead agency and/or its contractor shall coordinate the development and implementation of this plan with agencies with jurisdiction over the affected routes (i.e., SLO County, City of Pismo Beach, and the City of Grover Beach), as appropriate. The traffic control plan shall, at a minimum: • Discuss work hours and haul routes, delineate work areas, and identify traffic control methods and plans for flagging. • Determine the need to require workers to park personal vehicles at an approved staging area and take only necessary project vehicles to the work sites. • Develop and implement a process for communicating with affected residents and landowners about the project before the start of construction. The public notice shall include posting notices and appropriate signage regarding	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	reduce the potentially significant construction impact associated with traffic hazards to a **less-than-significant**.		construction activities. The written notification shall include the construction schedule, the exact location and duration of activities on each roadway (e.g., which roads/lanes and access points/driveways will be blocked on which days and for how long), and contact information for questions and complaints. • Notify the public regarding alternative routes that may be available to avoid delays by use of electronic message signs if/when traffic is disrupted on Highway 1 and any other public roads providing the traveling public, on all modes, with current construction information and the availability of alternate travel routes • Plan schedules to show hours of operation to minimize congestion during peak hours and special events. Ensure that appropriate warning signs are posted in advance of construction activities, alerting bicyclists and pedestrians	

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
			to any closures of nonmotorized facilities. • Notify administrators of police and fire stations, ambulance service providers, and recreational facility managers regarding the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable. Maintain access for emergency vehicles in and/or adjacent to roadways affected by construction activities at all times. • Require the repair and restoration of affected roadway rights-of-way to their original condition after construction is completed.	
Transportation and Traffic	**Impact 20-3: Substantial Increase in Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)** The proposed Development Projects do not include any design features or introduce incompatible uses that would increase hazards on local roadways. The primary access to the project sites would be from SR 1 to public roads. Project construction vehicles and equipment	PS	Implement Mitigation Measure 20-1.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	would maneuver among the general-purpose vehicles on local roads, which could cause safety hazards. The presence of haul trucks and other on-road construction vehicles could increase hazard risks on existing roadways. The use of large trucks to transport equipment and materials to and from the worksite could also increase the rate of roadway wear. Also, the trip generation levels under the proposed project would not result in increased congestion on, or reduce the effectiveness of the local and regional transportation system used to access the proposed sites in the area, as the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. Traffic would be controlled and coordinated with Caltrans, County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach. Signage will be posted that will warn users of the roadway to slow down, entrances and exits to project construction sites will be located in order to avoid conflicts, and speed limits will be reduced in order to avoid conflict areas, as necessary. Mitigation Measure 20-1 will be imposed to minimize construction-related traffic impacts. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would be **less than significant**.			

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Transportation and Traffic	**Impact 20-4: Inadequate Emergency Access as a Result of Project Construction Activities** Construction activities for the Development Projects in the PWP could reduce emergency access to roadways in the project area. Slow-moving trucks entering and exiting the project sites along roadways in the vicinity of the project sites could delay the movement of emergency vehicles. Emergency access along the surface streets would be maintained during construction, staging, and access activities. Construction staging will occur within construction areas and will not affect emergency access to any of the project sites. The roads and other transportation facilities within the project area operate at acceptable service levels, except for the congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the State Beach. The project sites are served by a network of highways, arterial, and collector streets. Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The project is proposing to expand the Oso Flaco Lake Road as part of the project to accommodate increased traffic and to reduce impacts to farm activities. The improvement will facilitate continued use of the roadways and avoid conflicts related to movement of agricultural equipment, and in case of emergency needs. Similarly, the North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access	PS	Implement Mitigation Measure 20-1	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Project site, and Park Corporation Yard Improvement Project are accessed directly from Highway 1. There are multiple access points along Highway 1 and also sides of the highway (shoulders and driveways) can be used in case of emergency. Grand Avenue would be the access road for Grand Avenue Entrance & Lifeguard Towers Project site. Grand Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Pier Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Also, the 40 Acre site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. The Floating Bridge Installation site would be accessed through Addie Street in Pismo Beach. Mitigation Measure 20-1 is imposed to help manage construction-related traffic. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would be **less than significant**.			
Utilities and Service Systems	**Impact 21-1: Increase Demand for Water Supply** Implementing the Oso Flaco Improvement Project would require 233.6 afy of groundwater, which would result in	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	an estimated net decrease of groundwater extraction in the SMVMA as compared to existing (2019) conditions for agricultural irrigation. The groundwater used to support the Oso Flaco Improvement Project, which would represent approximately 0.21% of the total groundwater extracted in the SMVMA, would not substantially decrease the groundwater supplies available to serve existing and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, this impact would be **less than significant.**			
Utilities and Service Systems	The NMMA (which includes the Phillips 66/Southern Entrance Project site) continues to experience a severe water shortage as evidenced by declining well levels. However, the existing Phillips 66 Santa Maria Refinery is already using 1,100 afy for its facility, and this water would transfer over to State Parks for use at the Phillips 66/Southern Entrance Project. Therefore, no additional groundwater supplies from the NMMA would be required to serve the Phillips 66/Southern Entrance Project, and the current groundwater usage at this site would be reduced by 866.4 afy. Therefore, the Phillips 66/Southern Entrance Project would not substantially deplete groundwater supplies available to serve existing and reasonably foreseeable future development during normal, dry, and multiple dry years. This impact would be **less than significant.**	LTS	No mitigation is required.	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Utilities and Service Systems	**Impact 21-2: Increased Demand for Wastewater Treatment Capacity** Based on gallon per day per use identified in Title 24 of the California Building Code Title 4, Part 5 and NFPA, the wastewater flow for the Oso Flaco Improvement Project would be 0.03 mgd and the wastewater flow for the Phillips 66/Southern Entrance Project would be 0.03 mgd. Wastewater from both of these Development Projects would be conveyed to the SSLOCS District WWTP, and they would not exceed the design capacity of the SSLOCS District WWTP (5.0 mgd). Therefore, the SSLOCS District WWTP would have adequate capacity to treat wastewater flows generated by the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project in addition its existing commitments. This impact would be **less than significant**.	LTS	No mitigation is required	LTS
Utilities and Service Systems	**Impact 21-3: Increased Demand for Solid Waste Disposal and Compliance with Solid Waste Regulations** The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would result in increased generation of solid waste as a result of new recreational facilities, staff residences, and park office buildings. Considering existing remaining capacity at the Cold Canyon Landfill (where solid waste disposal would occur), there is sufficient capacity to accept the anticipated increase in solid waste generated by the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project. In addition, State Parks would comply	LTS	No mitigation is required	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	with all State and local statues related to recycling. Thus, construction and operation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not generate solid waste in excess of State of local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals or other federal, state, and local management and reduction status and regulations. Therefore, impacts related to increased generation of solid waste would be **less than significant**.			
Utilities and Service Systems	All of the site-specific and small development projects could result in the generation of various construction-period wastes, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and nonrecyclable construction-related wastes. The 2019 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent. In addition, the 2019 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled. Compliance with the 2019 CALGreen Code would support the attainment of solid waste reductions. Therefore, impacts related to increased generation of solid waste from development of the site-specific and small development improvement projects would be **less than significant**.	LTS	No mitigation is required	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Wildfire	**PWP Implementation** Operations and maintenance activities associated with implementation of the PWP include the use of heavy equipment (e.g., loader, tractor) in all areas of the Oceano Dunes District. Depending on the location of maintenance activities and equipment required, fire risks could result from vehicle mufflers, gasoline-powered tools, and other equipment could produce a spark, fire, or flame. State Parks would comply with all Public Resource Codes related to fire safety and wildfire suppression Strict adherence to applicable Public Resource Codes requirements would ensure that wildfire risks are minimized. Therefore, impacts related to the potential for PWP implementation to exacerbate wildfire risks is **less than significant**.	LTS	No mitigation is required	LTS
Wildfire	**Impact 23-1: Exacerbate Wildfire Risks** The Oceano Campground Infrastructure Improvement Project, Pismo State Beach Boardwalk Project, and Park Corporation Yard Infrastructure Improvement Project are within a State Responsibility Area and designated by CAL FIRE as Moderate Fire Severity Zones; however, the risk of wildfire is low and this impact would be **less than significant**	LTS	No mitigation is required	LTS
Wildfire	The western/northwestern portion of the Oso Flaco Improvement Project site and Phillips 66/Southern Entrance Project site are within a State Responsibility Area. Adherence to safety measures identified in State	LTS	No mitigation is required	LTS

Impact Area Topic	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	Parks District Management Plan, Public Resources Code, and Oceano Dunes District Order 544-008-2020, when considered together, would minimize the risk of increased frequency, intensity, or size of wildfires and decrease the risk of exposure of people or structures to wildfire. Therefore, impacts related to the potential for the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project to exacerbate wildfire risks would be **less than significant**.			

Table S-2. Cumulative Impact Summary

Impact Area Topic	Significant Cumulative Impact?	Project Contribution
Aesthetics	No	Less than cumulatively considerable
Agricultural Resources	No	Less than cumulatively considerable
Air Quality	No	Less than cumulatively Considerable
Biological Resources	No	Less than cumulatively considerable. Beneficial impact.
Cultural Resources	No	Less than cumulatively considerable
Energy	No	Less than cumulatively considerable
Geology and Soils	No	Less than cumulatively considerable
Greenhouse Gas Emissions	Yes	Less than cumulatively considerable
Hazards and Hazardous Materials	No	Less than cumulatively considerable
Hydrology and Water Quality	No	Less than cumulatively considerable
Land Use Plans and Policies	No	No cumulative impacts would occur
Noise	No	No cumulative impacts would occur
Public Services	No	Less than cumulatively considerable
Recreation and Access	No	No cumulative impacts would occur
Transportation and Traffic	No	Less than cumulatively considerable
Utilities and Service Systems	No	Less than cumulatively considerable
Wildfire	No	Less than cumulatively considerable

1.0 INTRODUCTION

1.1 Project Overview

The California Department of Parks and Recreation (State Parks) Oceano Dunes District manages Pismo State Beach and Oceano Dunes State Vehicular Recreation Area (SVRA), together referred to in this Draft Environmental Impact Report (EIR) as the Park or the planning area. The Park is located in the Coastal Zone and is currently managed consistent with a Coastal Development Permit (CDP) issued in 1982 for development projects anticipated in the General Plan, including kiosks at its vehicle entrances on Grand Avenue and Pier Avenue, an OHV staging area, perimeter fencing, fencing around sensitive resources, and setting camping and day-use limits in the SVRA. The Coastal Commission approved CDP 4-82-300 for these projects in June 1982.

Since the original approval, there have been five amendments to the CDP. These amendments included changes to the OHV staging area, fencing installation, increase of beach camping limits, elimination of equestrian access in the Oso Flaco Lake area, and adjustments to the interim use limits for vehicles, both street-legal and OHV. Changes also included the creation of a technical review team (TRT) that reviewed specific CDP requirements, progress made on the requirements and reported annually to the Coastal Commission. From 2001 to 2018, State Parks provided updates to the Coastal Commission as required and the TRT submitted annual reports. The PWP, once approved, includes the sunset of the TRT.

The PWP (Volume 1), once approved by State Parks and the Coastal Commission, will supersede the CDP in its entirety. At that time, the PWP would become the main management plan for the Park to achieve Coastal Act compliance and would additionally provide guidance for day to day Park management and implementation of any associated Development Projects. The General Plan would continue to provide overall guidance for long term investments, as well as statutory land management authority for the Park. The proposed PWP includes existing, new proposed, and potential future activities. The majority of PWP management activities presently already occur in the PWP area and in many cases have been occurring for decades. Unless specifically described, the PWP does not propose changes to these existing activities. Specific Proposed Development Projects, other Small Development Projects, and implementation of Other Park Management Programs are included in this PWP as described in detail in Chapter 3.3 through 3.5 of Volume 1. This Draft EIR analyzes impacts on the physical environment associated with PWP implementation, including the Proposed Development Project, other Small Development Projects, and implementation of the Park Management Programs (both existing programs and programs that may be modified as described in Chapter 3.5 of Volume 1.

Park operations, including visitor uses, visitor services, facility maintenance, and resource management, may also affect federally- and state-listed endangered or threatened species including western snowy plover (*Charadrius nivosus*; SNPL), California least tern (*Sternula antillarum browni*; CLTE), California red-legged frog (*Rana draytonii*; CRLF), and tidewater goby (*Eucyclogobius newberryi*) and four federally- and two state-listed plant species. State Parks has prepared a draft Habitat Conservation Plan (HCP) and associated Draft EIR for the Oceano Dunes District in support of its application to the U.S. Fish and Wildlife Service (USFWS) for issuance of an incidental take permit (ITP) for federally-listed animal species authorized under Sections 10(a)(1)(A) and 10(a)(1)(B) of the federal Endangered

Species Act (FESA; 16 USC § 1531 et seq). Additionally, the HCP addresses federally- and state-listed plant species. The HCP EIR is independent of and separate from this PWP EIR. However, where appropriate, baseline information, findings, Avoidance and Minimization Measures, and findings for specific Small Development Projects also envisioned and covered in the HCP EIR are incorporated into this PWP EIR by reference, and where, appropriate, clearly referenced. This occurs mostly in the biological resources section (Chapter 7) of this EIR.

In a separate action, State Parks has begun to prepare a Natural Community Conservation Plan (NCCP) in support of an application to California Department of Fish and Wildlife (CDFW) for issuance of a permit authorizing incidental take of state-listed animal and plant species under California Fish and Game Code sections 2800 et seq., including section 2835. State Parks is currently working with CDFW to prepare a Draft Oceano Dunes SVRA Biodiversity Management Plan.

State Parks is also implementing several other previously approved plans including a Dust Abatement Plan associated with an air quality Stipulated Abatement Order and a Stormwater Management Plan. Implementation of these plans is considered part of current Park management and relevant aspects of the plans were considered in preparation of the PWP. Where applicable, any plans are referenced in the impact discussions in this EIR.

1.2 Lead Agency Information

The California Environmental Quality Act (CEQA; PRC § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations [CCR] § 15000 et seq.) establish State Parks as the Lead Agency for the project. The Lead Agency is defined in CEQA Guidelines section 15367 as "the public agency which has the principal responsibility for carrying out or approving a project." The Lead Agency is responsible for preparing the appropriate environmental review documentation. As described below, State Parks has determined that an Environmental Impact Report (EIR) is the appropriate CEQA document for the project and has prepared this Draft EIR in accordance with CEQA and the CEQA Guidelines.

The contact person for the Oceano Dunes District is:

Mr. Kevin Pearce, District Superintendent
California Department of Parks and Recreation, Oceano Dunes District
340 James Way, Suite 270
Pismo Beach, CA 93449

1.3 Intended Uses and Type of EIR

An EIR is an objective, informational document that informs government agency decision makers and the public of the potential for significant project effects, including possible ways to minimize those effects, and describes reasonable alternatives to the project (CEQA Guidelines § 15121(a)). An EIR must be prepared with a sufficient degree of analysis to provide decision makers with information enabling them to make a decision that considers the project's potential direct and indirect environmental consequences. The evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible (CEQA Guidelines § 15151).

This EIR will be used by State Parks to evaluate the environmental effects associated with implementation of the PWP and its associated Development Projects, Other Small Projects, and Other Park Management Programs as described in Sections 3.3 to 3.5 of Volume 1 when considering its approval.

A "responsible agency", defined by CEQA guidelines Section 15381 is a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency which have discretionary approval power over the project. Because a PWP is a management plan for compliance with the Coastal Act, the California Coastal Commission will also act on the PWP upon completion and is therefore considered a Responsible Agency for this EIR.

A Trustee Agency, defined by CEQA Guidelines section 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California," may review this EIR for potential impacts related to resources under their governance. Trustee Agencies with jurisdiction over the resources potentially affected by implementation of the proposed PWP include the California Department of Fish and Wildlife (CDFW) and may also include other State Agencies such as the local State Water Resources Control Board (Water Board) or California Department of Transportation (Caltrans). State owned lands are not subject to local land use jurisdiction. Therefore no local agency permits such as building or grading permits would be required for PWP implementation, and local agencies are not considered Trustee Agencies.

This EIR is a Project EIR intended to cover the direct and indirect environmental effects associated with implementing the PWP, including the Proposed Development Projects and Small Development Projects as described in Chapters 3.3 and 3.4 in Volume 1 and other Management Programs described in Chapter 3.5 of Volume 1. For select Development Projects that are in a conceptual stage at this time (specifically Oso Flaco Initial and Future Project, Phase 2 of the Park Corporation Yard Improvement Project, and the Phillips 66/Southern Entrance Project) this Draft EIR analyses the potential environmental effects to the degree possible at the current time. The impact analysis for these conceptual projects is at a programmatic level for those resource topics that require site specific surveys. It is anticipated that future detailed environmental analysis pursuant to CEQA would be required before any element of those projects could be implemented. All other Development Projects, Small Projects and Management Programs are analyzed in sufficient detail to move towards final design, permitting and implementation, once the EIR is certified and the projects have been approved.

It is not the role of this Draft EIR to evaluate existing authorized uses, the parameters of current park operations, or regulatory permit conditions. The EIR impact analysis is limited to the environmental assessment of activities proposed by the PWP including associated development projects that would result in a physical change to the environment.

1.4 Scoping of Environmental Issues

State Parks published a Notice of Preparation (NOP) for this EIR on May 9, 2018. The NOP initiated an environmental scoping period for the project from May 9 to June 9, 2018. Public notice of the scoping period and public meeting was distributed to local community agencies and interested groups and individuals. Notices were also published in newspapers of local circulation.

On May 22, 2018 and May 23, 2018, two public scoping meetings were held for the project at the South County Regional Center in Arroyo Grande and the Radisson Hotel Conference Center in Fresno, respectively. These meetings provided an opportunity for the public to learn about the PWP and provide input on the scope and content of the EIR. Approximately 57 people attended the scoping meeting in Arroyo Grande and approximately 39 people attended the scoping meeting in Fresno and many attendees provided oral comments. In addition, a total of 100 written comments were received from public agencies, local organizations, Native American Tribes and individuals during the scoping period.

Results of the scoping process were published in a scoping report (Appendix A of this EIR). The scoping report includes an introductory overview of the scoping process and a summary of key issues raised. It also includes the NOP, sign-in sheets from the scoping meetings, public hearing transcripts, and copies of all written comment received. The scoping report is included in Appendix A of this EIR and has been available on the PWP website since August 2018.

Some of the comments expressed support or opposition to project features and the public involvement process. Others provided suggestions or requests related to park operations. These comments were considered, as feasible, in the preparation of the PWP (Volume 1). Only those comments relating to the scope of the environmental analysis under CEQA are addressed in this Draft EIR. As summarized below in Table 1-1, these comments generally focused on air quality, biological resources, traffic, noise, waste, and water utility impacts. The Draft EIR section that addresses the comments is also listed in Table 1-1.

Several commenters also asked for an analysis of economic impacts to nearby communities. While not a specific CEQA resource topic, economic impacts featured strongly in the development of the PWP (Volume 1), but are not specifically addressed in this Draft EIR.

1.5 Environmental Baseline

As described in Section 1.4 above, the NOP for this EIR was published in May 2018. Therefore, the environmental conditions that existed in the Park at the time of publication of the NOP are considered the environmental baseline for this EIR. This EIR does not analyze specific impact of ongoing Park management. Where applicable, State Parks has completed CEQA compliance for ongoing operations, resource management activities, and for existing development within the Park.

Table 1-1. Environmental Analysis Related Scoping Comments

Comment	Where Addressed in Draft EIR
Air Quality • Analyze air quality-related public health concerns regarding dust, sand, particulate matter.	Chapter 6, Air Quality
Biological Resources • Protect natural resources such as vegetation, wildlife (California least terns, plovers)	Chapter 7, Biological Resources
Traffic, Noise • Analyze impacts of vehicle entrances including traffic, noise, air quality, and economic impacts • Include existing traffic volume data no more than two years old for the traffic study	Chapter 6, Air Quality; Chapter 16 Noise
Waste/Water • Analyze waste impacts, water utility impacts, and economic impacts to the Oceano community	Chapter 13 Hydrology and Water Quality; Chapter 18 Utilities and Public Services

Spring and summer of 2020 saw an extended closure of the Park for typical visitor use, due to the Covid-19 health pandemic. This prolonged closure, lasting from April through September of 2020 has led to changed conditions in the Park with regard to wildlife behavior and distribution, and with regard to visitor presence and use. However, it is important to note that the 2020 conditions are considered unique, and that conditions and use patterns in the Park are expected to return to their normal pre-pandemic levels once the pandemic has passed. Therefore, the unusual 2020 conditions do not influence the consideration of baseline for this EIR.

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2.0 PROJECT DESCRIPTION

2.1 Location and Project Description

Please refer to **Volume 1, "Public Works Plan,"** (PWP) for detailed descriptions of the PWP and its Development Projects.

Chapter 1, "Introduction," and specifically Sections 1.2 through 1.4 for detail on the local and regional setting of the PWP planning area including Pismo State Beach and Oceano Dunes SVRA. Section 1.5 describes State Parks Management and Authority of the planning area, while Section 1.6 describes other Regulatory Authorities with jurisdiction over resources in the planning area. Sections 1.7 through 1.11 describe concurrent planning efforts, other processes that apply, and the purpose and process of the PWP.

Chapter 2, "Planning Process," describes the planning process for the PWP in detail.

Chapter 3, "The Plan," is the heart of the PWP and describes the following PWP elements in detail:

- **Section 3.1 – Guiding Principles and Goals**
- **Section 3.2 – Issues to be Resolved**
- **Section 3.3** – PWP Proposed Development Projects including the following:
    - Oso Flaco Initial and Future Improvement Project;
    - Park Corporation Yard Improvement Project;
    - Oceano Campground Infrastructure Improvement Project;
    - Pier and Grand Avenue Entrances and Lifeguard Towers Project;
    - North Beach Campground Facility Improvement Project;
    - Butterfly Gove Public Access Project;
    - Pismo State Beach Boardwalk Project;
    - Philipps 66/Southern Entrance Project.
- **Section 3.4 – Small Development Projects including the following:**
    - Pismo Creek Estuary Seasonal (Floating) Bridge Installation;
    - 40 Acre Riding Trail Installation;
    - Replacement of the Safety and Education Center;
    - Oso Flaco Boardwalk Replacement;
    - Oceano Campground Campfire Center Replacement Project;
    - Trash Exclosure at Post 2/Beach Trash Management;

- Other Existing Programs and Plans.

- **Section 3.5 – Other Park Management Programs and Plans**
- **Section 3.6 – Managing Use Limits**
- **Section 3.7 – PWP Funding Plans and Improvement Project Schedule**

Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act," includes a detailed analysis of consistency of the PWP with all applicable Local Coastal Plans and the Coastal Act.

Chapter 5, "Implementation," describes the procedures State Parks would follow during PWP Implementation.

2.2 Existing Conditions and Park Operations

Volume 2, "Existing Conditions," of this PWP provides extensive information on Park resources, management, and operations. Volume 2 includes the following chapters:

Chapter 1, "Introduction."

Chapter 2, "Park History and Existing Conditions," provides extensive detail on the environmental setting, biological, cultural and historic resources, applicable environmental protection legislation, access, parking and public transportation, Park facilities, utilities, recreation, education and interpretation, specific Park procedures such as training, crossing of Arroyo Grande Creek, safety training, fire protection, facility management.

Chapter 3, "Planning Considerations," provides a detailed description of specific planning considerations that apply to the PWP.

Where appropriate, the existing conditions information in Volume 2 serves as the environmental setting information for this EIR (Volume 3). For resource topics not specifically discussed in Volume 2, this EIR provides the environmental setting information in the technical analysis sections of this EIR.

2.3 Purpose of the PWP and PWP Objectives

2.3.1 Purpose of PWP

The purpose of the PWP is to manage the Park in compliance with all State Parks management mandates, the California Coastal Act, and other applicable laws and regulations while providing resource protection and a positive visitor experience.

2.3.2 PWP Objectives

Specific Project Objectives include the following:

- Obtain and Manage for Coastal Act Compliance within the Oceano Dunes District.
- Manage the Park Consistent with State and Federal Resource Protection Goals and Mandates and Other Applicable Plans.
- Improve Public Access to the Park.

- Optimize Recreation.
- Enhance Visitor Experiences.
- Increase District Operational Efficiency.

2.4 Required Permits and Approvals

The following permits and approvals are required for managing and operating the Park:

- Take Permit under the State and federal Endangered Species Act (obtained independently of the PWP through the HCP and NCCP processes).
- Coastal Development Permit (obtained through this PWP process).
- Other specific permits form implementing development projects (see required permit section under each PWP Development Project in Section 3.1 and 3.2 of Volume 1, PWP).

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3.0 IMPACT ANALYSIS

3.1 Analysis Methodology

In evaluating the PWP's potential impacts on the physical environment, State Parks employed the following analytical methodology:

Step 1: Incorporation of Avoidance and Minimization Measures (AMMs). The EIR incorporates AMMs identified in the proposed HCP as PWP components that are designed to minimize impacts to the existing environmental setting. As with the Habitat Conservation Plan, the PWP assumes normal Park operations including the application of AMMs to protect sensitive biological resources. The AMMs are not considered mitigation measures but rather resource protection measures that are part of the proposed HCP and therefore in turn the PWP. Thus, the application of these measures is considered prior to making a finding of significance for project impacts. For the purposes of this EIR, the AMMs apply mostly to biological resources (Chapter 7).

Step 2: Compliance with Applicable Laws, Ordinances, Statutes, and Regulations. The EIR presumes, unless specifically noted, that PWP management programs and Development Project have been and continue to be designed, constructed, operated, and maintained in accordance with the applicable requirements described in the regulatory setting discussion of the respective resource sections. The regulatory setting is not intended to be exhaustive; rather, it is intended to provide a summary of key regulatory requirements that materially affect the relationship between the PWP project's design, construction, operation, and maintenance and potential environmental impacts. Chapter 3, "The Plan," of Volume 1,"PWP" also includes a list of the specific design requirements that were used in the design of the PWP Development and Small Projects.

Step 3: Identification of Existing Physical Conditions. The EIR identifies the existing physical environmental conditions that exist in the PWP planning area that could change as a result of PWP implementation. For biological resources (Chapter 7) the EIR also relies heavily on the extensive biological resource information provided in the HCP EIR (CDPR 2020). For additional resource settings (such as cultural resources, recreation, etc.) Volume 2 provides extensive information on the existing conditions). The environmental setting generally reflects the physical environmental conditions of the PWP planning area as they existed at the time of publication of the Notice of Preparation (NOP). Existing park operations are part of the environmental setting, including visitor use, visitor services, park operations and maintenance, and cultural and natural resource management. Any environmental impacts that may be associated with current park operations are part of the existing environmental setting and are therefore considered part of the baseline against which changes from PWP implementation are measured. Where applicable, State Parks has prepared CEQA documents for operations, resource protection and development of ongoing projects in the past. In accordance with CEQA Guidelines section 15125(a), the environmental setting describes only those physical environmental conditions necessary to understand the significant effects of the proposed PWP and its alternatives.

Step 4: Identification of EIR Scope. The EIR impact analysis includes the full range of environmental resource topics from Appendix G of the State CEQA Guidelines. Existing park operations are part of the existing physical setting of the PWP planning area and are baseline conditions for evaluating the proposed PWP and do not need to be

authorized. The PWP identifies both immediate and potential future management programs and Development Projects that would modify park operations (such as changes in use numbers) and cause a physical change to the environment (such as construction of Development Projects). The impacts associated with future activities are also assessed in the cumulative impacts to the degree that detail is known.

Step 5: Collection and Use of Data. The EIR analysis is based on the best available science and field survey data. State Parks has annually collected data on park resources and performed individual specialized studies, assisted by qualified professionals both in the public and private sector. State Parks has engaged with resource agencies (e.g., U.S. Fish and Wildlife Service [USFWS], CDFW, California Coastal Commission (CCC), and San Luis Obispo Air Pollution Control District [SLOAPCD]) and utilized a scientific advisory group comprised of agency representatives and environmental scientists during the course of the HCP preparation. These data have also been used for the environmental review contained in this PWP EIR, as applicable. Additional data was collected specifically in support of the PWP EIR. This includes site specific surveys for cultural resources, noise baseline measurements for the PWP Development Projects, and traffic counts. These data collection efforts are described in Volume 2 (cultural resources) or in the respective resource sections of this EIR.

Step 6: Analysis of Project Impacts. The EIR evaluates the significance of the PWP's potential impacts, (the change to the physical environmental conditions that could result from implementation of the PWP) on the full range of resources identified in Appendix G to the CEQA guidelines. Pursuant to CEQA Guidelines section 15126, this EIR analyzes the potential environmental impacts stemming from all aspects of PWP implementation including management programs and actions, and Development Projects and Small Projects as described in Chapter 3, "The Plan," of Volume 1. This examination is based on the incremental change to the existing physical conditions that would result from the implementation of the PWP and considers the public comments submitted by agencies and interested individuals during the 30-day public review period for the 2018 NOP (See Appendix A of this EIR for the Scoping Report including the NOP). The EIR's impact analyses consider the direct and indirect impacts of the proposed PWP, and enable State Parks to determine if the proposed HCP would have a beneficial impact, no impact, a less-than-significant impact, a potentially significant impact, or a significant and unavoidable impact to the environment.

Step 7: Inclusion of Mitigation Measures. Th is EIR describes the feasible mitigation measures proposed to avoid or minimize the PWP's significant impacts. Project mitigation measures are in addition to the standard and specific resource protection measures incorporated into the PWP as part of implementing State Park management programs, and generally require State Parks to avoid, prevent, or minimize impacts to resources, or – if impacts do occur – to rehabilitate, restore, or compensate for the impact in a manner that is proportional to the impact.

3.2 Impacts Found Not to be Significant

This EIR includes the full range of resource analysis. Please refer to the specific resource sections for impacts not found to be significant.

3.3 Cumulative Impacts

3.3.1 Introduction

CEQA Guidelines section 15130 requires that an EIR evaluate a project's cumulative impacts to determine if the project's incremental effect is cumulatively considerable. As defined in section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (14 CCR § 15355).

As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone (14 CCR § 15130(b)). As stated in CEQA, "a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable" (PRC § 21083(b)). An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR (14 CCR § 15130(a)(1)). The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable (14 CCR § 15064(h)(4)). The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects that do not contribute to the cumulative impact (14 CCR § 15130(b)).

3.3.2 Geographic Scope

The geographic area that could be affected by the Pismo State Beach and Oceano Dunes SVRA PWP and its proposed projects varies depending upon the environmental resource being evaluated. The geographic scope of each resource is identified in the environmental and regulatory setting of each EIR chapter. Some resources, such as air quality, land use planning, and recreation, have a regional geographic scope. Other resources, such as cultural resources, have a localized geographic scope. Biological resources have both site-specific and regional geographic scopes, dependent upon the individual resource being evaluated.

3.3.3 Cumulative Project List

CEQA Guidelines (§ 15130(b)(1)(A)) allow for the use of a list of past, present, and reasonably foreseeable probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency for the cumulative impact analysis. The cumulative analysis includes projects that would result in similar impacts as the proposed PWP due to their potential to contribute collectively to significant cumulative impacts. Sources of information on past, present, and probable future projects include Oceano Dunes District staff and the websites for the planning or community development departments of San Luis Obispo County, the City of Pismo Beach, the City of Grover Beach, and the Oceano Community Services District. The projects considered for the cumulative impact analysis are identified in Table 3-1. The future PWP projects with specific known locations are shown in Figure 3-1

Potential Future PWP Projects. Other projects considered in this cumulative impact analysis are listed in Table 3-1.

As described in PWP Volume 1, State Parks is currently preparing a Habitat Conservation Plan (HCP) and Implementing a Dust Control Plan related to a Stipulated Abatement Order. The HCP is a long-range land use management plan for compliance with the Federal Endangered Species Act that is reviewed and approved by the U.S. Fish and Wildlife Service. The HCP includes a series of covered activities, including those listed in Table 3-1. The Dust Control Plan is a plan implemented to comply with the Stipulated Abatement Order. The other projects listed in Table 3-1 are projects in the vicinity of Pismo State Beach and Oceano Dunes SVRA that have recently been completed, are in the planning phase, are under construction, or are considered reasonably foreseeable. This includes projects reviewed and approved by federal agencies, other state agencies, and local agencies.

An “X” in Table 3-1 denotes which impacts from these projects could combine with the impacts identified for the proposed PWP actions and projects analyzed in this EIR to create a cumulative impact. These cumulative impacts are addressed at the end of each of the individual environmental resource chapters of this EIR.

Table 3-1a. List of Future Projects and their Potential for Cumulative Impacts with PWP Proposed Activities and Projects–Oceano Dunes District HCP Covered Activities – Potential Future Projects

Project Type	Location	Project Impact	Status
CA-12b SNPL Adult Banding	Oceano Dunes SVRA	Biological Resources	Potential Future
CA-15 Listed Plant Management - Propagation and Outplanting	Pismo State Beach and Oceano Dunes SVRA	Biological Resources	Potential Future
CA-28 Cable Fence Maintenance - Replacement	Oceano Dunes SVRA	Biological Resources	Potential Future
CA-38 Grover Beach Lodge and Conference Center (150-unit lodge and conference center)	Pismo State Beach. West end of Grand Ave. in Grover Beach	Air Quality Biological Resources Land Use Recreation	Approved in 2012 but not built
CA-41 Pismo Creek Estuary Seasonal (Floating) Bridge	Pismo State Beach. Near Pismo Coast Village RV Park in Pismo Beach	Biological Resources Recreation	Potential Future
CA-42 Riding in 40 Acres (OHV trail)	Oceano Dunes SVRA. East of Boneyard near Oso Flaco Lake	Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Recreation	Tentative. State Parks is exploring options
CA-43 Replacement of the Safety and Education Center	Oceano Dunes SVRA. Near Post 4	Air Quality Biological Resources Recreation	Potential Future
CA-44 Dust Control Activities – New PMRP	Oceano Dunes SVRA.	Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Land Use	Active Planning. Draft Plan released June 2019.

Project Type	Location	Project Impact	Status
		Recreation	
CA-48 Oso Flaco Lake Boardwalk Replacement	Oceano Dunes SVRA. Oso Flaco Lake	Biological Resources Cultural Resources and Tribal Cultural Resources Recreation	Potential Future
CA-49 Special Projects	Pismo State Beach or Oceano Dunes SVRA	Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Recreation	Potential Future

Table 3-1b. List of Future Projects and their Potential for Cumulative Impacts with PWP Proposed Activities and Projects–Other Oceano District Projects

Project Type	Location	Project Impact	Status
Stipulated Abatement Order/Dust Control Plan	Oceano Dunes SVRA	Land Use and Planning Noise Recreation	In implementation phase
Natural Communities Conservation Plan	Oceano Dunes SVRA	Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Land Use Recreation	In conceptual stage

Table 3-1c. List of Future Projects and their Potential for Cumulative Impacts with PWP Proposed Activities and Projects–Other State Agencies

Project Type	Location	Project Impact	Status
Grover Beach Subsea Fiber Optic Cables Project; proposed by RTI approved by State Lands Commission and California Coastal Commission	Grover Beach	Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Greenhouse Gas Hazards and Hazardous Materials Hydrology and Water Quality Noise Recreation Transportation and Traffic	Under construction

Table 3-1d. List of Future Projects and their Potential for Cumulative Impacts with PWP Proposed Activities and Projects–U.S. Fish and Wildlife Service

Project Type	Location	Project Impact	Status
Guadalupe-Nipomo Dunes National Wildlife Refuge Final Comprehensive Conservation Plan	Guadalupe-Nipomo Dunes National Wildlife Refuge south of Oso Flaco Lake Natural Area	Biological Resources Recreation	Approved in 2016

Table 3-1e. List of Future Projects and their Potential for Cumulative Impacts with PWP Proposed Activities and Projects–Local Agencies

Project Type	Location	Project Impact	Status
Arroyo Grande Creek Channel Waterway Management Plan (sediment and vegetation removal, restoration)	Arroyo Grande Creek	Agriculture Biological Resources Hydrology and Water Quality	Approved in 2010
Central Coast Blue (injection well for tertiary treated wastewater)	City of Pismo Beach	Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Energy Greenhouse Gas Hazards and Hazardous Materials Hydrology and Water Quality Land Use Noise Transportation and Traffic	Draft EIR 7/17/2020
Inn at the Pier	City of Pismo Beach	Air Quality Geology, Soils, and Paleontological Resources Noise	Constructed in 2020 MND
The Tides Oceanview Inn	City of Pismo Beach	Aesthetics Air Quality Biological Resources Geology, Soils, and Paleontological Resources Hazards and Hazardous Materials Hydrology and Water Quality Noise	MND 11/5/2018

Project Type	Location	Project Impact	Status
Grover Beach Lodge (proposed hotel adjacent to Park)	City of Grover Beach (also see HCP above)	Air Quality Biological Resources Land Use Recreation	Approved in 2012 but not built
Northeast Grover Beach Mixed-Use Development Plan	City of Grover Beach	Aesthetics Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Geology, Soils, and Paleontological Resources Hazards and Hazardous Materials Hydrology and Water Quality Noise Public Services Utilities and Service Systems Transportation and Traffic	MND 6/12/2019
Harbor Terrace Campground (campground)	Avila Beach, proposed by Port San Luis Harbor District	Aesthetics Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Geology, Soils, and Paleontological Resources Greenhouse Gas Hazards and Hazardous Materials Noise Transportation and Traffic	Under construction as of 2020; impacts on aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas, hazards, noise, transportation and traffic

Project Type	Location	Project Impact	Status
Arroyo Grande Creek HCP (dam operation)	San Luis Obispo County	Biological Resources Cultural Resources and Tribal Cultural Resources Hydrology and Water Quality	
DJ Farms/Pasadera - Guadalupe Housing Development Project (800 homes)	City of Guadalupe, Santa Barbara County	Aesthetics Agriculture Air Quality Biological Resources Cultural Resources and Tribal Cultural Resources Geology, Soils, and Paleontological Resources Greenhouse Gas Hazards and Hazardous Materials Hydrology and Water Quality Noise Public Services Recreation Transportation and Traffic Utilities and Service Systems	Broke ground in 2018
Escalante Meadows (80 low-income apartments)	City of Guadalupe, Santa Barbara County	Air Quality Geology, Soils, and Paleontological Resources Noise	NOD 3/2/2020 MND
Nipomo Mesa Woodlands Development (957-acre mixed use)	Nipomo Mesa, County of San Luis Obispo	Aesthetics Agriculture Air Quality Biological Resources	EIR Addendums in 2016 and 2017 (1998 FEIR)

Project Type	Location	Project Impact	Status
		Cultural Resources and Tribal Cultural Resources Geology, Soils, and Paleontological Resources Hazards and Hazardous Materials Hydrology and Water Quality Noise Public Services Utilities and Service Systems Transportation and Traffic	

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4.0 AESTHETICS

4.1 Regulatory Setting

PWP Volume 1 Chapter 4, 'Consistency with Local Coastal Plans and the Coastal Act,' includes a detailed discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with a discussion of PWP consistency related to local coastal plans and the Coastal Act that are applicable to aesthetics.

4.2 Environmental Setting

Descriptions of existing aesthetic resources and photographs of typical views in the PWP planning area and site-specific project sites are provided in PWP Volume 1 Chapter 3, 'The Plan' and Volume 2, 'Park History and Existing Conditions.'

4.3 Project Impacts

Threshold of Significance

Based on Appendix G of CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to aesthetics if it would:

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?

4.3.1 Issues Not Discussed Further in This EIR

Damage to Scenic Resources within a State Scenic Highway—SR 1 and U.S. 101 are not designated as State Scenic Highways through the PWP planning area (California Department of Transportation 2017). SR 1 is a State Scenic Highway north of the City of San Luis Obispo, about 14 miles north of the PWP planning area. Therefore, no impact from damage to scenic resources within a State Scenic Highway would occur, and this issue is not discussed further in this draft EIR.

4.3.2 Impacts and Mitigation

4.3.2.1 Impacts from PWP Implementation

Ongoing operations, management and maintenance activities and programs from PWP implementation would not involve substantial alterations to or changes in the existing facilities. Minor building alterations or landscape changes could occur, as necessary, but these minor changes necessary for the upkeep of facilities and landscaping would not change the visual character or quality of the sites or the overall viewshed at any location, nor would they introduce substantial new sources of nighttime lighting or materials that could cause daytime glare. Therefore, PWP implementation would have **no impact** related to adverse

effects on a scenic vista, substantial degradation of existing visual character or quality, or substantial sources of new lighting or glare.

4.3.2.2 Impacts from PWP and Small Development Projects

Impact 4-1 Substantial Adverse Effects on Scenic Vistas

Views of the beach and the Pacific Ocean in the PWP planning area represent a 'scenic vista.' The North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are located in existing developed areas and do not include views of the beach or the Pacific Ocean due to intervening topography and vegetation. These PWP Development Projects would include upgrades and improvements at existing facilities that are not part of the viewshed of a scenic vista, nor would the proposed improvements block any views of the beach or the Pacific Ocean. The Pismo Creek Estuarine (Floating) Bridge Project would involve installing a floating, pontoon-style bridge (8 feet wide and up to 400 feet long) with handrails across the Pismo Creek estuary, for visitor use in the spring and summer. The beach and the Pacific Ocean are not visible from the Pismo Coast Village RV Resort due to the intervening sand dunes. Similarly, the bridge would not be visible in eastward views from the beach or the Pacific Ocean due to the intervening sand dunes.

The 40 Acre Riding Trail Project would not be located in the viewshed of the beach or the Pacific Ocean because of the intervening sand dunes.

The Phillips 66/Southern Entrance Project consists of an approximately 200-acre oil refinery; the remainder of the property is currently used for cattle grazing and open space. Brief public views of the Phillips 66/Southern Entrance Project are only available for a few seconds from vehicles traveling on two small portions of SR 1, to the east and north. As viewed from SR 1, the land is nearly flat and is featureless, consisting of brown sandy soil with small, low-growing vegetation. The sand dunes, beach, and Pacific Ocean are not visible from SR1 from the property. There is no scenic vista. Therefore, the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, and Phillips 66/Southern Entrance Project would have **no impact** on a scenic vista.

The Pier and Grand Avenue Entrances and Lifeguard Towers Project would replace the aging entrance stations, temporary lifeguard towers (which are installed seasonally during the summer months), and comfort stations with new, more modern facilities that would better serve the needs of park visitors and staff. The replacement facilities would be of similar size, mass, and scale as compared to the existing facilities. The permanent lifeguard observation towers would be constructed on top of the existing restroom buildings; therefore, the existing structures would approximately double in height (to 23 feet above the ground surface). The increased height of the lifeguard stations would represent a change in the viewshed, and would be visible from public vantage points including the beach areas, visitor parking areas, and the adjacent public roadways. Although the new lifeguard stations would be taller, they would retain the same small circumference, and lifeguard stations are a common feature in beach viewsheds. All of these new facilities, including the permanent lifeguard towers

and the new entrance stations, would also have a more modern appearance than the current facilities. The facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design: 'Design of park facilities should embody the same vigor and spirit that the Department applies to its Mission, while evoking forward-thinking design theories, producing meaningful places and spaces, worthy of preservation by future generations' (California State Parks 2020) (see Figure 3-16 in PWP Chapter 3, 'The Plan'). The more modern appearance of the facility improvements visually would represent an improvement in the viewshed. The new permanent lifeguard towers, although taller, would not substantially obstruct scenic views from public vantage points, or degrade the existing scenic viewshed due to the proposed modern design. The new entrance stations would be installed in the locations of the existing ones and likewise would not obstruct scenic views from public vantage points or degrade the existing viewsheds.

The Pismo State Beach Boardwalk Project would result in development of new visitor amenity—a boardwalk through the sand dunes with viewing platforms, between Grand Avenue and Pier Avenue. The boardwalk and viewing platforms would be situated above the sand, with anchors to hold them in place, and bridge structures would be constructed across low-lying riding areas to allow the passage of Park maintenance vehicles and horseback riders underneath. Boardwalks are common recreational features in ocean-based recreational areas; they are generally viewed by the public as 'traditional' beach amenities. The small size and natural visual appearance of the boardwalk would not detract from eastward facing views from the beach, and would not block westward facing views of the beach or the ocean. In fact, the new boardwalk and viewing platforms are designed to improve viewing opportunities of the existing scenic vista (i.e., beach and ocean) by providing pedestrians with improved access to Pismo State Beach resources.

The Safety and Education Center Project involves changes to an old, existing facility within the scenic viewshed of the beach area. The project would replace the existing facility with a newer, more modern facility, and therefore would not detract from the existing scenic vistas.

The Trash Enclosure Project site along the beach already includes an area where dumpsters are situated to collect trash, which detracts from the scenic vista of the beach and the Pacific Ocean under existing conditions. The Trash Enclosure Project would substantially improve the existing visual conditions by providing screening around the dumpsters.

There is no scenic vista at the Oso Flaco Improvement Project site. The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk across the lake with a new boardwalk of a similar size and appearance, and therefore would not degrade the existing scenic vista at Oso Flaco Lake.

The new temporary lifeguard tower at the beach in the Oceano Dunes SVRA associated with the Oso Flaco Improvement Project would be a small structure that would be of a similar scale, mass, and visual appearance to existing temporary one-story lifeguard towers currently used on the beach near Pier and Grand Avenue during the summer months. Currently, there are no structures in this area of the beach. Therefore, installation of the proposed temporary lifeguard tower during the summer months would introduce a new structure with a small circumference, and which may have a somewhat tall height in comparison to the existing flat beach and undulating sand dunes. The height of the lifeguard station would contrast with the horizontal beach viewshed. However, lifeguard towers are a common and normal part of

the viewshed at any beach/ocean environment and are structures that recreationists are accustomed to viewing during their recreational experience. Therefore, the Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, and the Oso Flaco Improvement Project would result in a **less-than-significant** impact related to adverse effects on scenic vistas.

Mitigation Measure: No mitigation is required.

Impact 4-2 Substantially Degrade the Visual Character or Quality of Public Views in Non-Urbanized Areas, or Conflict with Zoning or Other Regulations Governing Scenic Quality in Urbanized Areas

Substantially Degrade Visual Character or Quality in Non-Urbanized Areas

The Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would be located in non-urbanized areas.

As described in Impact 4-1 above, the Pismo Creek Estuarine (Floating) Bridge Project and 40 Acre Riding Trail Project would not be visible to the surrounding areas due to the intervening sand dunes.

The Safety and Education Center Project would replace the existing facility with a newer, more modern facility, and therefore would improve the visual quality in this area. By placing an enclosure that would provide visual screening around the existing dumpsters, the Trash Enclosure Project would improve the visual quality.

Boardwalks are common recreational features in ocean-based recreational areas; they are generally viewed by the public as 'traditional' beach amenities. Furthermore, the small size and natural visual appearance of the Pismo State Beach Boardwalk Project would blend in with the existing dunes landscape (see Figure 3-30 in PWP Chapter 3, 'The Plan'). Therefore, the new boardwalk would not degrade the existing visual character or quality.

The Oso Flaco Improvement Project site consists primarily of agricultural fields (i.e., row crops) (see Figure 3-3 in PWP Chapter 3, 'The Plan'). Implementing this project would result in a substantial change to the existing viewshed, since approximately 166 acres of agricultural land (row crops) would be converted to tent and RV campgrounds, rental cabins, restroom buildings, campfire center area environmental education center and amphitheater, a maintenance area with office buildings and parking, materials storage area, greenhouses, staff residences, concession building(s), and an entrance kiosk. New trails would also be developed around the campgrounds and around Little Oso Flaco Lake. Views from the Oso Flaco Lake recreational area looking east to the agricultural fields where development would occur are blocked by heavy tree cover around the lake and along both sides of Oso Flaco Creek. Therefore, public views of the new Oso Flaco Improvement Project site would only be visible to recreationists traveling on Oso Flaco Lake Road. The Oso Flaco Improvement Project includes extensive native vegetation planting to create a buffer to the adjacent creek and to shield the site from neighboring agricultural lands. Recreationists traveling on Oso Flaco Road would have views of the new landscaping, the entrance kiosk, and the southern edge of the tent and RV campgrounds; views of the other proposed facilities would be blocked by proposed landscaping and campground development. Views of the new

landscaping, entrance kiosk, and the tent and RV campgrounds would be consistent with typical views of both State Parks facilities and privately-owned recreational facilities throughout the state.

The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk across the lake with a new boardwalk of a similar size and appearance, and therefore would be consistent with the existing visual character and quality.

The Phillips 66/Southern Entrance Project consists of an approximately 200-acre oil refinery; the remainder of the property is currently used for cattle grazing and open space and consists of flat, featureless land. Implementing this project would result in a substantial change to the existing viewshed, since the existing Santa Maria refinery would be demolished and replaced with much smaller State Parks facilities consisting of small new buildings and OHV racing and practice tracks. Furthermore, portions of the existing cattle grazing and open space would be replaced with OHV trails, tracks, and new tent and RV campgrounds. However, the Santa Maria Refinery, and the proposed new State Parks facilities at the refinery, are not visible from any public vantage point. The only new facilities at the Phillips 66/Southern Entrance Project that would be visible from public views would be the new campgrounds, which would be approximately 0.5 mile west of SR 1 and only visible for a few seconds from vehicles traveling on the roadway. Depending on the exact location of the new entrance kiosk near the intersection of SR 1 and the private access road to the Santa Maria Refinery (which would be determined in the future), the kiosk could be visible to motorists travelling on SR 1; however, the topography in this area consists of gently rolling hills, which could block all views of the entrance kiosk from SR 1.

All State Parks facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design: 'Design of park facilities should embody the same vigor and spirit that the Department applies to its Mission, while evoking forward-thinking design theories, producing meaningful places and spaces, worthy of preservation by future generations' (California State Parks 2020). The Guiding Principles for Aesthetic Design also include the following (California State Parks 2020):

- design of facilities by a design professional;
- design decisions that are sensitive to the context of the site including the cultural and physical environment;
- design and maintenance of meaningful places and spaces; and
- the use of sustainable design, universal accessibility, and new technology and materials.

Therefore, the Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would not substantially degrade the existing visual character or quality of public views of the sites or their surroundings, and would result in **less-than-significant** impacts.

Conflict with Zoning or Other Regulations Governing Scenic Quality in Urbanized Areas

The North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are located in urbanized and highly developed areas including the cities of Pismo Beach and Grover Beach, and the community of Oceano. As described above, the proposed improvements, upgrades, and replacement facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design (California State Parks 2020). Furthermore, replacement of the existing aging facilities with the new, more modern facilities would improve the overall appearance of the recreational facilities within each viewshed. The Park Corporation Yard Improvement Project would include construction of a new two-story facilities building, along with a several one-story buildings, storage sheds, and parking. Although a portion of the existing trees and shrubs that currently provide visual screening from SR 1 would be removed to accommodate additional Corporation Yard parking, an approximately 50-foot-wide setback from SR 1 along the east side of the new parking area would be implemented. This setback area would include a portion of the existing trees and shrubs, which would help to provide visual screening of the new and modified facilities at the Corporation Yard from adjacent public viewpoints along SR 1. The existing approximately 80-foot-wide setback between the Corporation Yard and SR 1 along the northern half of the project site, which is currently vegetated with grass and scattered trees, would continue to be maintained. PWP Chapter 4, 'Consistency with Local Coastal Plans and the Coastal Act,' provides a detailed discussion and analysis of project-related consistency with zoning and other regulations that pertain to scenic quality. PWP Chapter 4 concludes that the proposed PWP improvement projects and management programs are consistent with the Local Coastal Plan and Coastal Act principles and policies related to coastal visual resources. Therefore, the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project would improve the existing visual character and quality at each project site and would not result in conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas; therefore, these impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

Impact 4-3 Substantial Light and Glare Effects from New Lighting Sources

Skyglow is artificial lighting from urbanized uses that alters the rural landscape and, in sufficient quantity, lights up the nighttime sky, thus reducing the darkness of the night sky and the visibility of the stars. Daytime glare effects can result from the use of large areas of reflective surfaces.

Pismo State Beach is located in an urbanized and highly developed area. The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are all surrounded by intensive urban development to the north, east, and south, including residential, commercial, and industrial

land uses in the cities of Pismo Beach and Grover Beach, and the community of Oceano. The surrounding land uses emit a substantial amount of nighttime lighting and include the use of reflective building surfaces that cause daytime glare.

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project facilities would typically operate during daylight hours, from 8 a.m. to sunset. Interior roadways within the Oso Flaco Improvement Project site would not be equipped with nighttime lighting. Nighttime security lighting for all proposed buildings would be minimal, and would be shielded and directed downward to prevent nighttime glare and light spillover. Minimal nighttime lighting would also be present from campfires and low-wattage exterior RV lights. New structures would be designed with minimal reflective surfaces and would employ the use of appropriate architectural coatings to reduce daytime glare. The only sensitive receptors in the vicinity consist of recreationists at the nearby Oso Flaco Lake Natural Area, which is not available for public use after dark. There is no existing development in this area that would be affected. Since the project would be operated at the end of a dead-end rural roadway that only serves Oso Flaco Lake (closed at night) and provides access to agricultural fields (no activity at night), there would also be no impacts to motorists on Oso Flaco Lake Road from nighttime glare.

If night riding is allowed on the 40 Acre Riding Trail Project, light and glare from ATV headlights would be shielded by the surrounding sand dunes, and there is no existing development in this area that would be affected.

The Phillips 66/Southern Entrance Project could include a multi-use special events area with nighttime lighting for a limited number of evening events that would occur infrequently over the course of a year. The special events area would be located within the existing cluster of buildings that currently house the Phillips 66 Santa Maria Refinery (since this area already has a network of underground utilities such as electrical line that could serve the proposed special events area). Thus, the nighttime lighting of the special events area would be located approximately 0.5 mile from the nearest development, which consists of mixed light industrial/commercial/residential land uses to the northeast; this distance would eliminate light spillover effects and would reduce light and glare effects from headlights of OHVs that may operate at the Phillips 66/Southern Entrance Project after dark. However, lighting of the larger special events area during nighttime events could contribute to skyglow. Because the special events area would be constructed with shielded and downward-facing lights, skyglow effects would be minimized to the maximum extent feasible. Furthermore, the special events area would be used at night infrequently during the year, and the lighting would only be used for a few hours after darkness while the event is taking place. All new lighting would be designed to be consistent with the following PWP design guidance for lighting as stated in Section 3.3.2, ‘PWP Lighting Design Standards,’:

PWP Lighting Design Standards: Implement the following actions to minimize potential nighttime light pollution and daytime glare effects:

- Design all new exterior lighting to be architecturally integrated with the building style, material, and colors.
- Include shielding on new light fixtures.
- Angle new light fixtures downward to prevent light spillover into adjacent areas.
- Minimize the use of reflective surfaces, and include appropriate architectural coatings, to reduce glare from new structures.

With adherence to these PWP lighting design standards, new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized. Therefore, substantial new light and glare effects would not occur, and impacts from the Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, Oso Flaco Improvement Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project would be **less than significant**.

Mitigation Measure: No mitigation is required.

4.4 Cumulative Effects

4.4.1 Effects on Scenic Vistas

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, and Phillips 66/Southern Entrance Project would have no project-level impact on a scenic vista, and therefore, would have **no cumulative** impacts.

Several of the projects considered in this cumulative analysis would result in a significant impact to scenic vistas and include mitigation to reduce impacts on scenic vistas to a less-than-significant level, including design plan reviews, landscaping plans, and minimization of grading and incorporating natural grade and slope into plans. For the same reasons discussed in detail in Impact 4-1, the Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, the Oso Flaco Improvement Project, and the Oso Flaco Lake Boardwalk Replacement Project would not contribute to a cumulative degradation of scenic vistas. Therefore, the PWP would result in a **less-than-significant** cumulative impact on scenic vistas. No mitigation is required.

4.4.2 Degrade Existing Visual Character (in Rural Areas) or Conflict with Applicable Zoning Governing Scenic Quality (in Urban Areas)

Some of the projects considered in this cumulative analysis would have significant impacts related to degradation of existing visual character or conflicts with zoning or other regulations governing scenic quality. Where necessary, those projects include mitigation measures that would reduce visual impacts to a less-than-significant level. However, as described in detail in Impact 4-2, the PWP would not substantially degrade the existing visual character in rural areas, and would not conflict with applicable zoning governing scenic quality in urban areas. In particular, for the two largest development projects (Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project), changes to the existing visual character would occur. For the Oso Flaco Improvement Project, approximately 166 acres of agricultural land (row crops) would be converted to tent and RV campgrounds and other buildings associated with new State Parks facilities. However, the only portion of the project site that would be visible from a public vantage point is the southern end, which would include views of the tent and RV campgrounds and the entrance kiosk, from recreationists traveling on Oso Flaco Lake Road. These facilities would be designed in accordance with the Guiding Principles for Aesthetic Design (California State Parks 2020), and would be consistent with typical views of both State Parks facilities and privately-owned recreational facilities throughout the state. For the Phillips 66/Southern Entrance Project, the western portion of the project site consists of an oil refinery, which would be demolished and replaced with small State Parks buildings and OHV tracks and trails. Furthermore, portions of the existing cattle grazing and open space at Phillips 66 would be replaced with OHV trails, tracks, and new tent and RV campgrounds. However, the Santa Maria Refinery and associated proposed State Parks facilities in that area are not visible from any public vantage point. The new entrance station to the north (depending on the exact location) may be visible to motorists traveling on SR 1, and the eastern end of the campgrounds could be visible to motorists 0.5 mile away on SR 1. These new facilities that would be visible would employ the same State Parks design principles discussed above, and would be consistent with the visual appearance of other similar recreational facilities throughout the state. Therefore, the PWP would result in a **less-than-significant** cumulative impact on visual character and would not conflict with applicable zoning governing scenic quality. No mitigation is required.

4.4.3 Create a New Source of Substantial Light or Glare

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, Trash Enclosure Project, 40 Acre Riding Trail Project, and the Oso Flaco Lake Boardwalk Replacement Project would have **no to minimal** cumulative impacts related to substantial new sources of light or glare.

The development projects considered in this cumulative analysis would all include new sources of nighttime lighting associated with buildings, parking lots, streets, residences, and hotels. The larger projects, such as the Nipomo Mesa Woodlands Development, have and will continue to create new substantial nighttime lighting that results in skyglow effects. The Oso Flaco Improvement Project includes minimal nighttime lighting for security purposes on exterior buildings, which would be shielded and directed downward consistent with State Parks' standards; minimal lighting from campfires and low-wattage exterior RV

lights; and there are no sensitive receptors within 3 miles of the project site. Therefore, the Oso Flaco Improvement Project would result in a **less-than-significant** cumulative impact. The Phillips 66/Southern Entrance Project would result in new sources of nighttime lighting for security purposes, and from high-mast light standards when nighttime events would be occurring at the special-events center. The nearest sensitive receptors are within a mixed light industrial/ commercial/residential area approximately 0.5 mile east/northeast of the proposed special-events center. The northwestern portion of the Phillips 66/Southern Entrance Project site contains a substantial amount of existing nighttime lighting associated with the Santa Maria Refinery, which would be demolished as part of the project. With implementation of PWP Lighting Design Standards, the Phillips 66/Southern Entrance Project would result in a reduction in the amount of nighttime lighting as compared to current conditions, and therefore would result in a **less-than-significant** cumulative impact related to substantial new sources of light or glare.

5.0 AGRICULTURE AND FORESTRY RESOURCES

5.1 Regulatory Setting

PWP Volume 1 Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act," includes a detailed discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with PWP consistency, related to coastal plans and the Coastal Act that are applicable to agricultural and forestry resources.

The State of California Land Conservation Act (Williamson Act) has been the State's premier agricultural land protection program since its enactment in 1965, preserving agricultural and open-space lands through property tax incentives and voluntary restrictive-use contracts at the local level. Private landowners voluntarily restrict their land to agricultural and compatible open-space uses under minimum 10-year rolling term contracts with local governments. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their agricultural or open space use(s), rather than potential market value.

In addition, the Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

California State Parks does not have a statutory designation for agricultural land. When such land is purchased by the Department for use as parkland, it will receive a designation such as a State Reserve, State Park, State Beach, etc. Whether designated as prime agricultural land or not, once it is in the State system, it may only be used for park-related uses.

5.2 Environmental Setting

The Park does not contain any agricultural or forestry lands with the exception of the Oso Flaco area. The Oso Flaco Improvement Project site consists primarily of agricultural fields (i.e., row crops) (see Figure 3-3 in PWP Chapter 3, "The Plan"). According to the San Luis Obispo County Important Farmland map, published by the California Division of Land Resource Protection (DOC 2016), approximately 116 acres of land within the Oso Flaco Improvement Project site is designated as Prime Farmland.[1] However, this is inaccurate as the site is owned in fee title by State Parks, is not under agricultural preserve, and should not have been designated by the County. State Parks has owned this land for decades and has been leasing the site in the interim to be used by a private entity for agriculture until such time that the site can be used as Park land. Under the current PWP, and specifically as a result of implementation of the Oso Flaco Initial and Future Site Improvement Projects, the site will be developed to provide high-priority public access and recreational use consistent with the Park General Plan. Portions of the site would also be restored to natural habitat, including a riparian buffer along the Oso Flaco Creek. Land designated as Prime Farmland is located adjacent to the south and southeast of the Oso Flaco Improvement Project site. However, these lands would not be affected by PWP implementation.

[1] Prime Farmland is defined by the DOC as land that has the best combination of physical and chemical features able to sustain long-term agricultural production and sustained high yield crops.

5.3 Project Impacts

Threshold of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to agricultural and forestry resources if it would:

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?

Impacts associated with the conversion of forestland as defined by Public Resources Code Section 12220(g) [2] to non-forest uses are evaluated in Chapter 7, "Biological Resources."

Conflicts with existing zoning of the PWP planning area, including agricultural zoning, is provided in Chapter 14, "Land Use Plans and Policies."

5.3.1 Issues Not Discussed Further in This EIR

Convert Important Farmland to Nonagricultural Uses—As noted in Section 5.2, "Environmental Setting," above, the Park does not contain any agricultural lands with the exception of the Oso Flaco area. Approximately 116 acres of land within the Oso Flaco Improvement Project site is designated as Prime Farmland. However, State Parks has owned this land for decades and has been leasing the site in the interim to be used by a private entity for agriculture until such time that the site can be used as Park land. The Oso Flaco Improvement Project site is not under an agricultural preserve program. The proposed site restoration and transition to high-priority public access and recreational use and restored as natural habitat consistent with the Park General Plan would not result in loss of Important Farmland acreage. Therefore, implementation of the PWP and site-specific projects would have no impacts related to the direct conversion of Important Farmland. This issue is not discussed further in this draft EIR.

[2] Section 12220(g) defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Conflict with a Williamson Act Contract—No lands within the PWP planning area are held under Williamson Act contracts. Therefore, implementing the PWP would not conflict with an existing Williamson Act contract. This issue is not discussed further in this draft EIR.

Conflict with Existing Zoning for, or Cause Rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production—The PWP planning area is not zoned as forestland, timberland, or a Timberland Production Zone. Furthermore, local government zoning does not apply to state-owned property. Thus, implementing the PWP would not conflict with existing zoning for, or cause rezoning of, forestry resources. This issue is not discussed further in this draft EIR.

5.3.2 Impacts and Mitigation

Impact 5-1: Conflicts with Ongoing Agricultural Operations

Recreational facilities along the north and northeastern border of the Oso Flaco Improvement Project site would be set back from the off-site agricultural operations. Buffers consisting of bioswales and upland restored areas would be established around the improvement site boundaries specifically to provide further separation between visitors to the Oso Flaco Improvement Project site and ongoing agricultural uses. These buffers would effectively reduce potential land use conflicts with ongoing agricultural operations; therefore, this impact would be **less than significant**.

Mitigation Measures: No mitigation is required.

5.4 Cumulative Effects

Implementation of the PWP and the PWP site-specific projects would have no impacts related to the conversion of Prime Farmland. Therefore, there are no cumulative effects related to the conversion of Prime Farmland.

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6.0 AIR QUALITY

6.1 Regulatory Setting

6.1.1 Regulated Air Pollutants

The United States Environmental Protection Agency (U.S. EPA) has established National Ambient Air Quality Standards (NAAQS) for six air pollutants identified as being indicators of ambient air quality: ozone (O_3), carbon monoxide (CO); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); particulate matter (PM)—which consists of "inhalable coarse" PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and "fine" PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$); and lead. The U.S. EPA refers to these six pollutants as "criteria" pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally based criteria.

The California Air Resources Board (CARB) has also established California Ambient Air Quality Standards (CAAQS) for the criteria air pollutants, plus the following additional air pollutants: hydrogen sulfide (H_2S), sulfates (SO_x), vinyl chloride, and visibility-reducing particles.

The NAAQS and CAAQS are reviewed with a legally prescribed frequency and are revised, as warranted, by new data on health and welfare effects. Each standard is based on a specific averaging time over which the concentration is measured. The most current standards are detailed in Table 6-1 below.

Table 6-1. National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [a,c]	National Standards [b] Primary [c,d]	National Standards [b] Secondary [c,e]
Ozone [f]	1 hour	0.09 ppm (180 µg/m^3)	–	Same as primary standard
Ozone [f]	8 hours	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	Same as primary standard
Respirable particulate matter—10 micrometers or less [g]	24 hours	50 µg/m^3	150 µg/m^3	Same as primary standard
Respirable particulate matter—10 micrometers or less [g]	Annual arithmetic mean	20 µg/m^3	–	Same as primary standard
Fine particulate matter—2.5 micrometers or less [g]	24 hours	–	35 µg/m^3	Same as primary standard
Fine particulate matter—2.5 micrometers or less [g]	Annual arithmetic mean	12 µg/m^3	12 µg/m^3	15 µg/m
Carbon monoxide	8 hours	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	None
Carbon monoxide	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	None
Carbon monoxide	8 hours (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–
Nitrogen dioxide [h]	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as primary standard
Nitrogen dioxide [h]	1 hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	None
Sulfur dioxide [i]	Annual arithmetic Mean	–	0.030 ppm (for certain areas) [i]	–
Sulfur dioxide [i]	24 hours	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas) [i]	–
Sulfur dioxide [i]	3 hours	–	–	0.5 ppm (1,300 µg/m^3)
Sulfur dioxide [i]	1 hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	–
Lead [j,k]	30-day average	1.5 µg/m^3	–	–
Lead [j,k]	Calendar quarter	–	1.5 µg/m^3 (for certain areas)[j]	Same as primary standard
Lead [j,k]	Rolling 3-month average	–	0.15 µg/m^3	Same as primary standard
Visibility-reducing particles [l]	8 hours	See footnote l	No national standards	No national standards
Sulfates	24 hours	25 µg/m^3	No national standards	No national standards
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m^3)	No national standards	No national standards
Vinyl chloride [j]	24 hours	0.01 ppm (26 µg/m^3)	No national standards	No national standards

Source: CARB 2016"

Notes: µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; ppb = parts per billion; ppm = parts per million

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility-reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standards.

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

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

[e] *National Secondary Standards:* Levels of air quality necessary to protect public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[g] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[h] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from 100 ppb to 0.100 ppm.

[i] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical of 0.075 ppm.

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

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

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

A description of the air pollutants associated with the proposed PWP and its vicinity is provided below. As described in EIR section 6.1.2, PM and O_3 are the primary pollutants of concern in southern San Luis Obispo County. The other criteria air pollutants, such as CO, SO_2, SO_X, lead, vinyl chloride, and visibility-reducing particles, are not typically associated with the activities proposed under PWP implementation. Accordingly, O_3, ozone precursors, and PM are the only criteria air pollutants discussed in detail below. Carbon monoxide is typically associated with mobile-source emissions and a concern in areas of congestion where emissions may become concentrated; while this is not the case for the PWP, carbon monoxide is considered in the impact discussion below for comparison to the San Luis Obispo County Air Pollution Control District (SLOAPCD) thresholds.

- **Ground-level Ozone**, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen (NO_X) and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA 2020a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_X and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.

- **Nitrogen Dioxide (NO_2)** is a by-product of combustion. NO_2 is not directly emitted but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation. NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA 2016).

- **Particulate Matter (PM)**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2020b).

    - PM_{10}, also known as inhalable, coarse, respirable, or suspended PM_{10}, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7th the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2020c).

    - $PM_{2.5}$, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately $1/30^{th}$ the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2020b).

6.1.2 Attainment Status

The federal and state governments have established emissions standards and limits for air pollutants that may reasonably be anticipated to endanger public health or welfare. These standards typically take one of two forms: standards or requirements that are applicable to specific types of facilities or equipment (e.g., petroleum refining, metal smelting), or concentration-based standards that are applicable to overall ambient air quality. Air quality conditions are best described and understood in the context of these

standards; areas that meet, or attain, concentration-based ambient air quality standards are considered to have levels of pollutants in the ambient air that, based on the latest scientific knowledge, do not endanger public health or welfare.

- **Attainment.** A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.

- **Nonattainment.** If the NAAQS or CAAQS are not met, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment (see EIR section 6.1.1). Federal and state laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

- **Unclassified.** An area is unclassified if the ambient air quality monitoring data are incomplete and do not support a designation of attainment or nonattainment.

The NAAQS and CAAQS and the South Central Coast Air Basin (SCCAB) attainment status for ozone and particulate matter are summarized below in Table 6-2, Ambient Air Quality Standards and South Central Coast Air Basin Attainment Status. The SCCAB is in attainment or unclassified for all other criteria air pollutants.

Table 6-2. Ambient Air Quality Standards and SCCAB Attainment Status

Pollutant	Averaging Time	California AAQS (A) Standard (C)	California AAQS (A) Attainment Status (D)	National AAQS (B) Standard (C)	National AAQS (B) Attainment Status
Ozone	1-Hour	180 µg/m^3	**N**	–	–
Ozone	8-Hour	137 µg/m^3	**N**	137 µg/m^3	**N(D)**
PM_{10}	24-Hour	50 µg/m^3	**N**	150 µg/m^3	A
PM_{10}	Annual Average	20 µg/m^3	**N**	–	–
$PM_{2.5}$	24-Hour	–	–	35 µg/m^3	A
$PM_{2.5}$	Annual Average	12 µg/m^3	A	12 µg/m^3	A

Source: SLOAPCD 2019, modified by AECOM.

Notes: SCCAB = South Central Coast Air Basin; PM = particulate matter; µg/m^3 = micrograms per cubic meter; N= Nonattainment; A= Attainment.

(A) Table does not list CAAQS for CO, N_2O, SO_2, SO_X, lead, vinyl chloride, and visibility reducing particles. California standards for ozone and suspended PM_{10} and $PM_{2.5}$ are values that are not to be exceeded. For a listing of all CAAQS and NAAQS standards and SCCAB attainment status, see: https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/AttainmentStatus29January2019.pdf

(B) Standards shown are the primary NAAQS designed to protect public health.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m^3) for comparison purposes.

(D) This non-attainment designation corresponds to Eastern San Luis Obispo County; Western San Luis Obispo County is in attainment. Specifically, San Luis Obispo County has been designated non-attainment east of the -120.4 deg Longitude line, in areas of San Luis Obispo County that are south of latitude 35.45 degrees, and east of the -120.3 degree Longitude line, in areas of San Luis Obispo County that are north of latitude 35.45 degrees. Oceano Dunes SVRA and Pismo State Beach are in the portion of San Luis Obispo County that is in attainment for federal ozone standards.

The SLOAPCD, the local agency charged with preserving air quality, divides San Luis Obispo County into different air quality regions that have similar geologic and meteorological conditions. Oceano Dunes SVRA and Pismo State Beach are located in the South County air quality region of San Luis Obispo County. The SLOAPCD maintains and operates three ambient air quality monitoring stations in the South County Region: CDF, Nipomo-Guadale Road (also identified as Mesa2), and Nipomo Regional Park (NRP). These stations measure ambient concentrations of PM_{10} and $PM_{2.5}$.

Of the three South County monitoring stations, CDF is the closest to Oceano Dunes SVRA, approximately 2 miles southeast of Oceano Dunes SVRA. The NRP station is the farthest away from Oceano Dunes SVRA, more than 5 miles southeast of the SVRA. Mesa2 is of middle proximity, approximately 4 miles southeast of the SVRA. A fourth monitoring station, referred to as the Oso Flaco monitoring station, was installed in 2015 and is operated by the OHMVR Division in the southeastern-most corner of the Oceano Dunes District boundary.

6.1.3 San Luis Obispo County Air Pollution Control District

The SLOAPCD has primary responsibility for regulating sources of air pollution situated within its jurisdictional boundaries. To this end, the SLOAPCD implements air quality programs required by state and federal mandates, enforces rules and regulations based on air pollution laws, and educates businesses and residents about their roles in protecting air quality.

6.1.3.1 2001 Clean Air Plan

In 2001, the SLOAPCD adopted its 2001 Clean Air Plan. This plan updates the 1998 Clean Air Plan and identifies control measures to reduce ROG and NOx emissions, precursors to ozone, as well as PM emissions. The 2001 Clean Air Plan identifies the control measures necessary to attain ozone air quality standards. The 2001 Clean Air Plan includes ozone precursor pollutant emissions of ROG and NO_X from mobile and area-wide emission sources in its reference (1991) and forecasted (2015) emissions inventories, and it plans for achieving attainment of air quality standards. Although some of the control measures set forth for controlling ROG and NO_X emissions have a co-benefit of reducing PM emissions, the plan does not identify any control measures solely related to the reductions of PM emissions. As stated in the 2001 Clean Air Plan, "The District expects to formally address PM_{10} nonattainment in future planning efforts" (SLOAPCD 2001).

6.1.3.2 Rules and Regulations

The following rules and regulations potentially apply to the proposed Oceano Dunes SVRA and Pismo State Beach PWP:

Rule 402, Nuisance, Visible Emissions. Rule 402, Nuisance, Visible Emissions, establishes that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 1001, Coastal Dunes Dust Control Requirements. Rule 1001, Coastal Dunes Dust Control Requirements, establishes standards for the operators of coastal dune vehicle activity areas greater than 100 acres in size. Section C of the SLOAPCD Rule 1001 outlines the rule's general requirements, which are:

1) Development and implementation of a Temporary Baseline Monitoring to determine existing PM_{10} concentrations at Air Pollution Control Officer (APCO)-approved Coastal Dune Vehicle Activity Areas and Control Site monitoring locations prior to implementing PM_{10} control measures and Compliance Monitoring.

2) Development and implementation of an APCO-approved Particulate Matter Reduction Plan (PMRP) that contains:

   a) An APCO-approved PM_{10} Compliance Monitoring network consisting of at least one Coastal Dune Vehicle Activity Areas Monitor and at least one Control Site Monitor;

   b) A description of all PM_{10} control measures that would be implemented to comply with the Rule 1001 performance standard (see requirement 3 below);

   c) An APCO-approved track-out prevention program that does not allow track-out of sand to extend 25 feet or more onto, and requires track-out to be removed from, paved public roadways;

3) Compliance with a performance standard that requires PM_{10} concentrations at the APCO-approved Coastal Dune Vehicle Activity Areas Monitor to be no more than 20 percent higher than the PM_{10} concentrations at the APCO-approved Control Site Monitor. The performance standard applies only when the 24-hour average PM_{10} concentrations at the approved Coastal Dune Vehicle Activity Areas Monitor exceeds 55 micrograms per cubic meter.

4) Complete all environmental review requirements and obtain land use agency approval for PMRP projects.

6.1.4 Stipulated Abatement Order, Case No. 17-01 and Draft PMRP

On September 10, 2017, the SLOAPCD filed a Petition for Abatement Order with the SLOAPCD Hearing Board against the OHMVR Division with regard to alleged nuisances as a result of PM emissions from Oceano Dunes SVRA (SLOAPCD 2018). The petition was heard at a number of Board meetings from November 13, 2017 to April 30, 2018 and resulted in the filing and issuance of the Stipulated Order of Abatement (SOA) Case No. 17-01, which was amended in November 2019. The following summarizes the primary components of the SOA:

5) Initial Particulate Matter Reduction Actions

   a) The OHMVR Division shall fence off specified portions of Oceano Dunes SVRA for dust control activities.

   b) The OHMVR Division shall install APCO-approved sand track-out control devices at the Grand and Pier Avenue entrances to Oceano Dunes SVRA by June 30, 2019.

6) Particulate Matter Reduction Plan (PMRP)

   a) The OHMVR Division shall develop and implement a PMRP over a four-year period that is designed to achieve state and federal ambient PM_{10} air quality standards.

b) The PMRP shall begin by establishing an initial target of reducing the maximum 24-hour PM_{10} baseline emissions by 50 percent[1]. The modeling demonstrating this reduction will be carried out by CARB or another modeling group approved by the Scientific Advisory Group (SAG) developed as a requirement of the SOA. The SAG is comprised of experts in the fields of dune morphology, aeolian erosion control, soil ecology, shoreline botany, biophysical sand crust formation, and air quality modeling, among other disciplines.

c) A draft PMRP was developed in June of 2019, and is currently being used towards meeting the requirements of the SOA.

7) Annual Report and Work Plan (ARWP)

a) On an annual basis (during PMRP implementation), the OHMVR Division shall develop, with assistance from the SAG, an Annual Report and Work Plan for APCO review and approval.

b) The Annual Reports and Work Plans shall include a detailed schedule of activities with deadlines on measures that will be taken for the upcoming year.

c) The Annual Reports shall summarize actions taken over the prior year, their effectiveness, and additional metrics or measures that may be needed to achieve reductions for the following year. Each Report will contain, using air quality modeling, the estimated reductions attributable to proposed dust control measures for the following year.

State Parks submitted a Draft PMRP to the SLOAPCD in June 2019 (CDPR 2019) which includes an implementation plan specifying actions that will be undertaken through December 2023. The types of control measures contemplated in the Draft PMRP generally include planting of native dune vegetation, installation and operation of sand track-out devices, and emplacement of porous fencing (i.e., wind fencing) and artificial roughness elements (e.g., strawbales). Attachment 8 of the Draft PMRP consists of a checklist that would be used to track the implementation of various measures, such as tracking how plant density changes over time in a new foredune area.

In addition to installing control measures, the Draft PMRP identifies seven supporting actions that would be undertaken to inform continued PMRP implementation. Such measures include, but are not limited to, updated PI-SWERL measurements, additional air quality monitoring, and collection of topographic and upper-air data. These supporting actions, which would be undertaken concurrently with control measures, would provide CDPR with new, high-resolution data that supports an adaptive management approach to dust control, as envisioned in the Draft PMRP.

In compliance with the November 2019 SOA amendments, State Parks fenced off 48 acres of shoreline area to vegetate or otherwise treat to create a foredune. Given that the foredune

[1] This stipulated emission reduction requirement of fifty percent is based on a modeling scenario for the period May 1, 2013 through August 31, 2013. This reduction requirement may be altered by the SAG in the future.

closure is within a prime camping location, CDPR has administratively reduced the number of daily camping units from 1,000 down to 500.

In March 2020, the SLOAPCD approved the 2019 ARWP, which outlines the 2020 Dust Control Projects based on the Scientific Advisory Group recommendations, and foredune project plantings and other 2020 mitigations were implemented. In October 2020, SLOAPCD issued a Conditional Approval of the 2020 Annual Report and Workplan required by the SOA, and, in November 2020, issued a conditional approval of 90 acres of dust control to be implemented as part of the 2020 Annual Report and Work Plan. The 2020 ARWP outlines the 2021 dust mitigation projects. PMRP implementation, including foredune development, is subject to the findings of ongoing CEQA review under the Oceano Dunes SVRA Dust Control Program EIR and 2020 Subsequent EIR (State Clearinghouse #2012121008), separate from the PWP.

6.2 Environmental Setting

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality. The PWP project area is located along the central coast of California, within the SCCAB. The SCCAB encompasses all of San Luis Obispo, Santa Barbara, and Ventura counties (approximately 8,000 square miles) and is bounded on the west and south by the Pacific Ocean. The SLOAPCD is the primary agency responsible for monitoring and maintaining air quality in the portion of the SCCAB where the project area is located, which is southwestern San Luis Obispo County.

Windblown dust in southwestern San Luis Obispo County is, and has been, an issue of focused public concern and academic research for more than a decade. PM emissions from Oceano Dunes SVRA have been subject to a number of regulatory requirements that have shaped the SVRA's environmental setting. Most recently, CDPR signed an SOA with the SLOAPCD Hearing Board to address PM emissions. As part of the ongoing implementation, State Parks submitted a Draft PMRP to the SLOAPCD in June 2019 (CDPR 2019) as well as Annual Report and Work Plans each year, as described in Section 6.1.4 above, designed to achieve state and federal air quality standards. Ongoing and future dust control actions that have been and will be implemented pursuant to this regulatory requirement would occur (at a minimum) during the first few years of the PWP implementation, through December 2023. Although future actions that would be implemented are still being determined, the dust control measures identified in the Draft PMRP and the Annual Report and Work Plans (see EIR section **Error! Reference source not found.**) will further change the environmental setting of PWP project area by implementing measures developed in consultation with scientific experts that will reduce PM emissions.

6.2.1 Topography, Climate, and Meteorology

Topography, climate, and meteorology throughout the SCCAB vary and are influenced by the basin's proximity to the Pacific Ocean and the Coast and Transverse ranges that trend in a general northwest-southeast and east-west orientation, respectively, within the basin. The SCCAB experiences a Mediterranean-type climate that is characterized by warm, dry summers and cool, wet winters. The north Pacific high-pressure system, a semi-permanent area of high pressure centered over the north Pacific Ocean, pushes storms to the north during the summer. During the winter, the pressure center moves south, bringing rain and cooler temperatures.

Near the coast, the Pacific Ocean influence results in typically moderate temperatures year-round. Average maximum temperatures in the summer are typically in the 60s and 70s; average minimum temperatures in winter are typically in the 40s and 50s. Precipitation near the coast averages between 15 and 25 inches per year. The Coast and Transverse ranges that run through the basin serve to keep inland portions of the SCCAB warmer and dryer. Although average minimum temperatures in inland areas also typically range from the 40s to 50s, average maximum temperatures are in the high 70s, and daily maximums can exceed 100 degrees Fahrenheit. Precipitation in inland portions of the SCCAB averages less than 15 inches per year.

6.2.2 Prevailing Winds, Saltation, and Dust Generation at Oceano Dunes SVRA

Along the coast of California, wind predominately blows from the west and northwest. These prevailing wind patterns are most pronounced from March through June. During this period, hourly average wind speeds often exceed 20 mph or more from mid-morning to late afternoon. The winds become light and variable at night and in the early morning hours.

Oceano Dunes SVRA is situated in the Guadalupe-Nipomo Dunes Complex, an approximately 18,000-acre, 18-mile-long coastal dune landscape that contains large, vegetated and unvegetated sand dunes subject to strong prevailing winds. According to the California Geological Survey, Oceano Dunes SVRA is located within the youngest, most active formations of the dune complex, where winds transport sand and dunes are actively migrating inland several feet per year (CGS, 2007). The dunes, including the area in which Oceano Dunes SVRA is located, are exposed to strong and frequent prevailing winds from the northwest (i.e., blowing towards the southeast), especially during the springtime (approximately March through June) (SLOAPCD 2007). These strong prevailing winds exert a force on the surface of the dunes that causes particles to move along the ground surface. This movement can take the form of sand creep, where sand grains are pushed along the ground surface, or saltation, in which sand grains are lifted by the wind, carried a short distance (generally a few inches to a few feet), and then fall back down to the ground surface. These processes can cause some particles to become suspended in the air and carried away downwind.

Generally, when winds exceed approximately 10 miles per hour, the sand grains in the unvegetated dunes that naturally form in the Guadalupe-Nipomo Dunes Complex begin to creep or saltate and generate dust and PM that can affect air quality.

6.2.3 Dust and PM Studies at Oceano Dunes SVRA

The SLOAPCD and the OHMVR Division have completed numerous studies that examined dust and PM generation at Oceano Dunes SVRA. In chronological order, these studies are briefly summarized below:

Nipomo Mesa Particulate Study (SLOAPCD, 2007). This SLOACPD study was designed to delineate the nature and extent of the high levels of PM concentrations observed by the SLOAPCD during air quality monitoring. The study concluded that the single largest contributor to the high levels of PM concentrations is the northwesterly winds that entrain crustal particles upwind from the Mesa and transport them to the Mesa.

South County Phase 2 Particulate Matter Study (SLOAPCD, 2010). This second SLOAPCD study was designed to determine if OHV activity at Oceano Dunes SVRA played a role in the high PM concentrations measured on the Nipomo Mesa. The study reported several

major findings, including findings that the primary source of high PM_{10} levels measured on the Nipomo Mesa is the open sand sheets in the dune areas of the coast.

Evaluation of the San Luis Obispo County Air Pollution Control District report, "South County Phase 2 Particulate Study," by the California Geological Survey (CGS, 2010). This is a review of the SLOAPCD Phase 2 study which found discrepancies and shortcomings in the Phase 2 report. It noted that the Phase 2 report conclusions were unsupported.

Oceano Dunes SVRA Pilot Project Study (DRI D. , 2011). This collaborative pilot project study evaluated the viability and effectiveness of three potential dust control strategies under consideration by the OHMVR Division and the SLOAPCD in 2011: established vegetation, artificial surface roughness (straw bales), and a comparison of undisturbed surfaces against surfaces disturbed by vehicle activity. The evaluation indicated that vegetation (90 to 99 percent control) and artificial surface roughness (40 to 70 percent control) were effective at reducing sand transport within the pilot project areas.

Overview of Scientific Concerns Regarding Rule 1001 by the SLOAPCD (CGS 2012). This memorandum by the California Geological Survey notes that the SLOAPCD's Rule 1001 is based on findings from the SLOAPCD's Phase 2 report. The memorandum summarizes specific findings presented in the Phase 2 report that were used as the basis for developing Rule 1001 and details why those findings are unsupported by data presented in the Phase 2 report.

South County Community Monitoring Project (SLOAPCD, 2013). This SLOAPCD study was designed and implemented to map differences in the spatial extent and concentrations of dust transported downwind of Oceano Dunes SVRA. In general, the study found that the spatial extent of the downwind dispersion of PM_{10} during high wind events varied, with the main variable being the severity of the PM_{10} concentrations. The study also concluded that wind direction near the shore is stronger and less variable than winds 5 miles inland, which shift to the south. The SLOAPCD uses the data collected by the study to prepare more detailed air quality forecasts for the Nipomo Mesa region. Based on the data, the SLOACPD identified four different forecast zones for the Nipomo Mesa that are related to the PM_{10} concentrations measured by the SLOAPCD's CDF, Mesa2, and NRP monitoring stations during the community monitoring project.

Wind and PM_{10} Characteristics at Oceano Dunes SVRA from the 2013 Assessment Monitoring Network (DRI D. , 2014). This OHMVR Division study involved 12 dust and meteorological monitoring sites intended to provide information on differences in dust and meteorological conditions at and near Oceano Dunes SVRA. In general, the study found that the strongest and most frequent winds were associated with winds from the northwest (280–326 degrees), that winds show a tendency to speed up as they move from west to east—most likely due to compression of the streamlines over the dunes that force the wind to accelerate, and that mean wind speeds and maximum wind gusts increase from north to south. The study also found that the highest levels of PM_{10} concentrations during the study were measured in the central to northern portion of the SVRA's open riding and camping area, in the La Grande tract. The study further documented wind direction in the dune complex tended to have a more westerly component near the shore in the northern section of the Pismo Dunes Natural Preserve than in the southern portion; the southern portion maintained higher frequency of winds from the west-northwest.

2013 Intensive Wind Erodibility Measurements at and Near the Oceano Dunes State Vehicular Recreation Area: Report of Findings (DRI D. , 2015a). This OHMVR Division study evaluated differences in emissivity[2] throughout Oceano Dunes SVRA and Pismo State Beach by utilizing a small, portable device that simulates wind shear on the dune surface (the Portable In-Situ Wind Erosion Lab, or PI-SWERL®). In general, the study found that potential PM_{10} emissions were highest within the La Grande tract. Although the study could not explain why PM_{10} emissivity within the La Grande tract was the highest, it did note that factors such as sand grain size, meteorology, and topography all influence PM_{10} emissions (both potential and actual).

Particle Size Distribution Characteristics and PI-SWERL PM10 Emission Measurements: Oceano Dunes State Vehicular Recreation Area (DRI D. , 2015b). This OHMVR Division study developed a detailed characterization of the particle size distribution at Oceano Dunes SVRA to evaluate if there were particle size characteristics that could be linked with the strength of the dust and PM_{10} emissions measured in previous studies. The study did not find a link between the amount of fine particle material (i.e., PM_{10}-sized) present in sediment and PM_{10} emissions; however, it did find that the observed increase in wind speeds from north to south at Oceano Dunes SVRA is associated with an increase in the mean particle diameter of the sand sized fraction of the sediment at Oceano Dunes SVRA. The report states "considering all data, i.e., temporary monitoring, PI-SWERL, and particle size data, [a] picture has emerged that generally describes the spatial variability of the PM_{10} emissions. The PM_{10} emissions measured with the PI-SWERL show a pattern that is corroborated by the temporary monitoring networks, with higher PM_{10} measurements [in the central to northern part of the open riding and camping area], being associated with areas that the PI-SWERL measurements have identified as having higher emission potential" (DRI D. , 2015b, p. 20).

Results of Sieve Analyses of Dune Sand Collected at Oceano Dunes SVRA and Vicinity (CGS 2015). The purpose of this investigation was to determine if there is a natural pattern of distribution of sand grain sizes in the dunes of the SVRA and to determine if sand grain size distribution varied by season. Findings indicated that sand grain size distribution is consistent with a wind regime where on average winds are lighter in the north and stronger in the south. That is, the sand is more fine in the north, where the onshore winds are lighter, and the grains become more coarse to the south where the strength of the onshore winds is greater.

Dust Control Project Oceano Dunes SVRA 2016 (DRI D. , 2015c). This OHMVR Division study evaluated the effectiveness of seasonal dust control measures installed at Oceano Dunes SVRA. The study concluded that seasonal dust control measures installed in 2015 were more effective than measures installed in 2014 and showed quantifiable reductions in PM_{10} concentrations due to the controls. Overall, the OHMVR Division's 2015 wind fence array reduced sand transport within the array by 73 percent on average and up to 87 percent for areas in the interior of the array. In addition, over the 3-month period the fencing was in place, the downwind concentration of PM_{10} at the trailing edge of the fence array was approximately 20–37 percent lower than the upwind PM_{10} concentration during moderate windy periods (approximately 10 to 12 miles per hour); during high wind conditions downwind concentrations were approximately 5–30 percent lower than concentrations upwind of the fence array.

[2] Emissivity, in this context, is generally a measure of emissions over a specific area and time.

Updated Wind Erodibility Measurements at and Near the Oceano Dunes State Vehicular Recreation Area: Draft Overview of Findings (DRI D. , 2016). This OHMVR Division study provided an update on a series of PI-SWERL measurements that were completed since the original measurements in 2013. The study discussed emissivity changes at the plover exclosure, an array of straw bales that were installed in 2014, the wind fence area installed in 2015, and other, previous PI-SWERL transect areas.

Examination of Potential Exposure Risk to Crystalline Silica (Kelse, 2017 and 2018). Because beach sand in California commonly contains grains of quartz, it had been presumed that dust emanating from the beach and dunes of the SVRA contained particles of silica. For these investigations, air filter samples were collected within the SVRA and at the SLOAPCD's CDF monitoring station and analyzed to determine the presence of crystalline silica. No samples collected contained silica. Laboratory results of air samples collected by the SLOAPCD at the CDF station were also examined. Based on the collected and reviewed data, it was concluded that "the presented and reviewed data provide no evidence of realistic pulmonary (inhalation) risk with respect to respirable crystalline silica."

2016 Aerosol Particle Profiler (APP) Monitoring Network: Summary of Findings (DRI, 2017). This OHMVR Division study summarized the results of monitoring conducted with environmental beta attenuation monitors (E-BAM) and six additional PM monitors during 2016 to better understand how well sand fencing and straw bales reduce ambient concentrations of PM within Oceano Dunes SVRA. In addition, the supplemental monitoring also provided a more complete picture of wind speed and direction along the path from Oceano Dunes SVRA to the SLOACPD's CDF monitoring station, located approximately 2 miles downwind of the SVRA, and examined how PM concentrations change over time and space as wind travels over the SVRA toward CDF. Two preliminary findings of the report were that: 1) for comparable winds, PM emissions are higher in the late summer than in early summer, (suggesting that a physical change in the emission system or environmental conditions create conditions for higher emissions); and 2) wind direction distributions across the network suggest PM concentrations measured at CDF are most influenced by a narrow, upwind source area from 290 to 295 degrees north-northwest and essentially follow a straight line from shore.[3]

University of California, San Diego, Supplemental Report 2020: Preliminary Results from May 2020 Aerosol Measurement. This report provides interim findings in year two of a three-year investigation by the University of California, San Diego, Scripps Institute of Oceanography. The purpose of the investigation is to determine marine and terrestrial sources contributing to airborne PM detected seasonally on Nipomo Mesa, downwind of the Oceano Dunes SVRA. As outlined in the report, ambient PM concentrations in the Oceano Dunes region is a mixture of organic and inorganic components from natural (sea spray and mineral dust from sand covered areas) and man-made (motor vehicles, residential and commercial activities, and seasonal agricultural harvesting and fertilizing) sources, as well as wildfires. The contribution from various sources varies with wind direction and other atmospheric conditions. Preliminary findings of the study indicate that mineral dust, on average on high PM days, accounts for 20

[3] Although Table 4 of the report identifies the upwind source area for the CDF monitoring station being 290° to 295° north-northwest, the confidence level is low, and the report states that confidence would be bolstered with additional years of data.

percent of the overall mass of $PM_{2.5}$ measured by the SLOAPCD CDF monitoring station. On lower PM days, the mineral dust mass is lower still. The report asserts that these findings support the fact that it is incorrect to assume that all $PM_{2.5}$ measured by the CDF monitor is mineral dust. During high wind episodes, $PM_{2.5}$ mass concentrations at CDF showed large contributions of sea spray and mineral dust PM; it should be noted that the findings indicated that the association of high PM with high wind conditions was persistent even when recreational vehicles were not allowed at Pismo State Beach and Oceano Dunes SVRA and therefore the high PM concentrations on high wind days are likely dominated by natural processes associated with the dune structure.

6.2.4 Air Quality Sensitive Receptors

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. A sensitive receptor is generically defined as a location where human populations, especially children, seniors, and sick persons are located and where there is reasonable expectation of continuous human exposure to air pollutants. These typically include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). For the purposes of this EIR, sensitive receptors include the residences on and around the Nipomo Mesa, downwind of Oceano Dunes SVRA and Pismo Beach, and schools including, but not limited to Lopez Continuation High School, Mesa Middle School, and Lange (Dorothea) Elementary School. While users of the Oceano Dunes SVRA and Pismo Beach could be exposed to emissions associated with activities under the PWP, these users would be on-site intermittently and for relatively short durations of time, and therefore not likely to be exposed to any potential substantial pollutant concentrations.

6.2.5 Naturally Occurring Asbestos

Asbestos is the name given to several naturally occurring fibrous silicate minerals. Asbestos is found in its natural state in rock or soil (known as naturally occurring asbestos [NOA]), typically in ultramafic or serpentine rock formations. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. The SLOAPCD has identified areas throughout the County where NOA may be present, of which the PWP area is not included. However, asbestos also has been mined for applications requiring thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos containing materials could be encountered during the demolition of remodeling of existing structures or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines. Asbestos may have been used during the construction of existing structures that could be demolished by the proposed project. Discussion of potential impacts associated with asbestos-containing materials is contained in Section 12 of this EIR, “Hazards and Hazardous Materials.”

6.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, the proposed PWP would have a significant air quality impact if it would:

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?

As detailed in Volume 3, Section 1, "Introduction," of this EIR, existing park operations are part of the environmental setting, including visitor use, visitor services, park operations and maintenance, and natural resource management. This EIR does not analyze specific impact of ongoing Park management. Where applicable, State Parks has completed CEQA compliance for ongoing operations, resource management activities, and for existing development within the Park. The PWP builds upon a foundation of park planning documents that required CEQA analysis, including but are not limited to the 2020 draft HCP and 2020 draft Particulate Matter Reduction Plan. Any environmental impacts that may be associated with current Park operations constitutes the baseline physical conditions by which State Parks is determining whether the physical change that occurs to the environment as a result of the proposed PWP is significant. In accordance with CEQA Guidelines section 15125(a), the environmental setting describes only those physical environmental conditions necessary to understand the significant effects of the proposed PWP and site-specific development project.

In April 2012, SLOAPCD developed and updated the CEQA Air Quality Handbook to ensure that environmental impacts from new development are addressed and adequately mitigated. The CEQA Handbook provides information on significance thresholds for determining potential air quality impacts from proposed development and provides recommendations on the level of mitigation necessary to reduce those impacts. SLOAPCD released a Clarification Memorandum in 2017 as an update and supplement to the CEQA Air Quality Handbook.

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management district may be relied on to make the above determinations. Pursuant to the SLOAPCD-recommended thresholds for evaluating project-related air quality impacts, implementation of the PWP and proposed site-specific improvement projects would be considered to result in a significant impact for threshold *b)* if it would exceed the daily and quarterly mass emissions presented in Table 6-3 below.

Table 6-3. SLOAPCD Thresholds of Significance for Construction Emissions1

Pollutant	Daily (pounds)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
ROG + NO_X (combined)	137	2.5	6.3
Diesel Particulate Matter (DPM)	7	0.13	0.32
Fugitive Particulate Matter (PM_{10})	--	2.5	--

Source: SLOAPCD 2012, 2017

Notes: SLOAPCD = San Luis Obispo County Air Pollution Control District; ROG = reactive organic gases; NO_X = nitrogen oxide; PM_{10} = particulate matter that is 10 microns in diameter and smaller.

6.3.1 Impacts and Mitigation

6.3.1.1 Impacts from PWP Implementation

Implementation of the proposed PWP would not conflict with or obstruct implementation of the SLOAPCD 2001 Clean Air Plan. Oceano Dunes SVRA operates under daily vehicle limits established by CDP 4-82-300, most re recently amended and approved by CDP-4-81-300-A5 in 2001. The permit establishes the following daily limits on vehicles within Oceano Dunes SVRA: up to 2,580 street-legal vehicles, 1,000 street-legal vehicles for camping, and 1,720 OHVs). Due to recent installation of fencing for dust control that closes off over 48 acres of prime camping area[4], State Parks has administratively reduced camping permits to 500 vehicles. As detailed in Volume I, Section 3.6.5 of this EIR, actual use varies daily between weekday and weekend use, holiday use, and seasonal use. Under the PWP, interim use limits lower than the current permitted use limits in place to manage the Park are proposed until an updated carrying capacity survey is completed. As outlined in greater detail in Volume 1, Chapter 3, "The Plan," of this EIR, the PWP is intended to enhance operational efficiency and improve the visitor experience; however the PWP does not propose to increase park visitation, staffing, or related vehicle use levels, and may in fact reduce visitor use levels at least in the interim; the PWP is therefore consistent with the emission-generating characteristics and assumptions used by the SLOAPCD to forecast emissions in the 2001 Clean Air Plan, as well as the measures and strategies identified to reduce emissions. In addition, the proposed PWP would not conflict with or inhibit the ongoing actions unrelated to the proposed project to reduce PM; as explained above, programs and plans are in place and reviewed regularly in coordination with SLOAPCD to control and minimize indirect emissions of fugitive dust generated at Pismo State Beach and Ocean Dunes SVRA, and implementation of the PWP would be in alignment with those actions.

Implementation of the park management programs and plans under the proposed PWP will not generate a net increase of criteria air pollutants above existing conditions. Park facilities and grounds maintenance activities, as well as the programs and plans, as described in Section 3.5 of this EIR, under the proposed PWP have been occurring and presently occur in the PWP area, and, therefore, are considered part of the baseline conditions for this analysis. The Oceano Dunes District implements a program to control and minimize indirect emissions of fugitive dust PM generated at Pismo State Beach and Oceano Dunes SVRA during periods of intense, persistent winds and subsequently blown downwind of the SVRA and onto the Nipomo Mesa. To address windblown dust, State Parks has already implemented a series of dust control and monitoring measures in the Park, which will continue under the PWP. These measures, as detailed in Volume 2 of this EIR, "Existing Conditions," are intended to maintain and help reduce PM emissions from the Park, and therefore result in net reduction in PM over time.

Any increase in construction-related and operational criteria pollutant emissions that would result from PWP development projects and small development projects are individually addressed below in Section 6.3.1.2. Implementation of the PWP would not result in an increase in emissions nor conflict with or obstruct implementation of the SLOAPCD 2001 Clean Air Plan, and would not 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

[4] The impacts of this recreation closure and other effects of dust control measures under CA-44 New PMRP are being assessed in a separate CEQA document

quality standard or expose sensitive receptors to substantial pollutant concentrations; therefore, there would be **no impact**.

Implementation of the proposed programs and plans under the PWP does not include any activities that would create objectionable odors. Any vehicle and equipment use is part of ongoing activities and considered part of the baseline conditions of the PWP area. In addition, these emissions sources, while they may result in odors associated with fuel combustion, are not typically considered substantial odor sources and would be temporary and short in duration. Implementation of the proposed PWP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people; there is **no impact.**

6.1.1.1 Impacts from PWP Development Projects and Small Development Projects

Impact 6-1 Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

The proposed Oso Flaco (Initial and Future) Improvement Projects, Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, Pismo Creek Estuary Seasonal (Floating) Bridge Installation, 40-Acre Riding Trail Installation, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, Oceano Campground Campfire Center Replacement Project, Trash Exclosure at Post 2/Beach Trash Management, and Phillips 66/Southern Entrance Project under the PWP would not conflict with or obstruct implementation of the SLOAPCD 2001 Clean Air Plan. These site-specific improvement projects would not result in changes to park visitation or vehicle use levels. While Development Projects including the initial and future Oso Flaco Improvement Project could affect where in the Park visitors recreate and the distribution of staff to serve Park maintenance and operations (based on new maintenance facilities at the southern end of the Park at Oso Flaco), the available riding area is not changing and there is no data to suggest that the Development Projects would result in a tangible change in areas used for recreational purpose. Similarly, staff would be appropriately located to minimized travel between Park facilities and increase operational efficiencies. In addition, consistent with statewide regulations such as the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, project contractors are required to limit idling time and reduce associated emissions and the project would be subject to fugitive dust control practices to further reduce fugitive dust emissions consistent with SLOAPCD Rule 401, Visible Emissions, Rule 402, Nuisance, and Rule 403, Particulate Matter Emission Standards. In addition, as detailed in Impact 6-2 below, implementation of the PWP Development Projects and Small Development Projects would not exceed the thresholds established by SLOAPCD with consideration of the 2001 Clean Air Plan and achieving attainment status for the region. Thus, impacts related to the potential for conflicting with or obstructing implementation of the Clean Air Plan as a result of the proposed site-specific improvement projects are considered **less than significant**.

Mitigation Measures: No mitigation is required

Impact 6-2 Cumulatively Considerable Net Increase of Criteria Air Pollutants

Construction

Construction-related activities would generate emissions of criteria pollutants, precursors, and toxic air contaminants (TACs) from a variety of sources including off-road construction equipment, on-road vehicles, earthmoving activities, off-gas from paving activities, and application of architectural coatings. Construction of the proposed Oso Flaco (Initial and Future) Improvement Projects, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, Pismo Creek Estuary Seasonal (Floating) Bridge Installation, 40-Acre Riding Trail Installation, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, Oceano Campground Campfire Center Replacement Project, the Trash Exclosure at Post 2/Beach Trash Management, and the Phillips 66/Southern Entrance Project would generate emissions that would be short-term or temporary in duration for each individual site-specific improvement project. Construction related activities would generate temporary emissions of criteria air pollutants, including ROG, NO_X, and PM (diesel exhaust particulate matter [DPM] and fugitive dust PM_{10}). ROG, NO_X, and DPM are primarily associated with exhaust emissions from use of off-road equipment, material delivery, and construction worker commutes; ROG emissions are also associated with asphalt paving and application of architectural coatings. Fugitive dust PM_{10} emissions are associated with site preparation, earthmoving and travel on roads, and vary as a function of parameters such as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles.

Construction-related criteria air pollutant emissions for the proposed Oso Flaco (Initial and Future) Improvement Projects, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, Pismo Creek Estuary Seasonal (Floating) Bridge Installation, 40-Acre Riding Trail Installation, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, Oceano Campground Campfire Center Replacement Project, and the Trash Exclosure at Post 2/Beach Trash Management were quantified using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, which is the most current version of the SLOAPCD-recommended model for estimating construction and operational emissions. CalEEMod includes default assumptions for construction parameters, and also allows the user to input project-specific parameters. For each of the site-specific improvement projects, project-specific construction inputs included site acreage and structural square footage, where applicable. Where project-specific information was not available, default parameters provided by the model were used. Default assumptions provided by the model are typically conservative to avoid underestimating emissions.

Each site-specific improvement project was modeled independently by a single CalEEMod model run. The construction start year was based upon the best available anticipated construction timeline for the start year of each site-specific improvement project and anticipated construction duration. In the case that multiple site-specific improvement projects may be undertaken in the same year, maximum daily and quarterly emissions were estimated assuming that the construction timelines for these projects would overlap, thereby estimating the maximum potential concurrent daily and quarterly emissions. It should also be noted that the land uses associated with each of the site-specific

improvement projects are not necessarily typical of the categories for commercial, industrial, residential, or recreational land uses available for modeling in CalEEMod. However, the model still provides reasonable estimates of construction equipment and vehicle use and other construction-related emissions sources. In many cases, the CalEEMod defaults are quite conservative relative to the likely equipment use activity that would be required for much of the replacement and repair construction activities as well as for the basic building and facility infrastructure that would be built. In some cases, due to the very small site acreage, CalEEMod defaults did not capture the anticipated building construction worker trips, so these were increased to reflect the daily equipment use. Similarly, vendor and haul trucks were increased where appropriate to capture additional material deliveries and/or water trucks that would serve specific construction phases of each site-specific improvement project. It should be noted that the CalEEmod modeling did incorporate PM reduction for construction activities in the form of watering of exposed areas; the reduced PM emissions modeled by these mitigated scenarios were not used for the purposes of impact findings of significance, but do represent reasonable emissions reductions that would be achieved by best management practices and compliance with SLOAPCD Rules and Regulations.

Tables 6-4 and 6-5 summarize the maximum daily and quarterly, respectively, emissions of ROG, NO_X, DPM, and fugitive dust PM_{10} for each site-specific improvement project. Please refer to Appendix B of this Draft EIR for detailed model inputs, assumptions, and calculations.

As shown in Tables 6-4 and 6-5, the estimated emissions resulting from construction of the site-specific improvement projects would not exceed the applicable daily or quarterly thresholds for combined ROG and NO_X, DPM, or fugitive dust PM. Pursuant to the SLOAPCD guidelines, Rule 401 (Visible Emissions), and Rule 402 (Nuisance), the proposed site-specific improvement projects would be required to include measures to reduce emissions of fugitive dust during construction. Per SLOAPCD guidelines, projects with grading areas that are greater than 4 acres or are within 1,000 feet of any sensitive receptor will implement mitigation measures to manage fugitive dust emissions so as not to exceed the SLOAPCD's 20 percent opacity limit at any given time.

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to and or downwind of the various site-specific improvement project sites. Although the emissions modeling demonstrates that thresholds are not anticipated to be exceeded, SLOAPCD recommends that all projects implement fugitive dust control measures. Therefore, without implementation of the SLOAPCD-recommended fugitive dust control measures, or other measures of equal or better effectiveness, this impact is considered **potentially significant**. Mitigation Measures 6-1 and 6-2 would ensure that fugitive dust mitigation measures are implemented at the PWP Development Project and Small Development Project sites; Mitigation Measure 6-1 would apply to site-specific improvement projects with grading areas that are less than 4 acres and that are not within 1,000 feet of any sensitive receptor; this would include Oso Flaco Improvement Projects, Trash Enclosure at Post 2/Beach Trash Management, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, 40-Acre Riding Trail Installation, and Pismo State Beach Boardwalk Replacement. Mitigation Measure 6-2 would apply to Development Projects with grading areas that are greater than 4 acres or are within 1,000 feet of any sensitive receptor; this would include Pier & Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Oceano Campground Campfire Center Replacement Project, Butterfly Grove Public Access Project, Oceano

Seasonal (Floating) Bridge. Implementation of Mitigation Measures 6-1 and 6-2 would further reduce fugitive dust emissions and ensure a **less-than-significant** impact**.**

Table 6-4. Maximum Daily Construction-Related Emissions Associated with Development Projects

Project	Construction Start Year	Construction Duration	ROG + NO_X (combined) (lbs/day)	DPM (lbs/day)
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	20.18	0.45
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	8.67	0.41
North Beach Campground Facility Improvements	2022	3 months	8.69	0.34
Oceano Campground Campfire Center Replacement	2022	3 months	9.20	0.37
Replacement of the Safety and Education Center	2022	3 months	10.93	0.35
Pismo State Beach Boardwalk	2022	6 months	39.37	1.02
Butterfly Grove Public Access	2023	3 months	11.17	0.36
Oceano Campground Infrastructure Improvement	2024	9 months	30.40	1.23
40-Acre Riding Trail Installation	2024	6 months	3.25	0.14
Oso Flaco Boardwalk Replacement	2024	6 months	4.50	0.29
Park Corporation Yard Improvement (Phase 1)	2025	9 months	37.54	1.09
Park Corporation Yard Improvement (Phase 2)	2025/2026	6 months	38.45	0.24
Oso Flaco (Initial) Improvement (Note that max daily assumes overlap of maximum trails/vegetation daily and maximum other construction daily emissions)	2026	2 years	38.50	1.31
Oso Flaco (Future) Improvement	2028	3 years	29.18	0.53
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Annually	3 days	4.50	0.11
Maximum Daily Emissions[1]			80.49	2.19
SLOAPCD-Recommended Threshold			137	7
Threshold Exceeded in Any Year?			No	No

Source: Modeled by AECOM, 2020

Notes: SLOAPCD = San Luis Obispo County Air Pollution Control District; ROG = reactive organic gases; NO_X = nitrogen oxide; lbs = pounds; PM_{10} = particulate matter that is 10 microns in diameter and smaller.

[1] Maximum daily emissions are estimated based upon the best available estimate of project implementation timing. The maximum daily emissions represented in Table 6-4 would occur in the year 2022 for DPM and 2025 for ROG + NO_X.

Table 6-5 Maximum Quarterly Construction-Related Emissions Associated with Development Projects

Project	Construction Start Year	Construction Duration	ROG + NO_X Combined tons/ quarter)	DPM (tons/ quarter)	Fugitive Dust PM_{10} (tons/ quarter)
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	0.3072	0.0136	0.0067
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	0.2698	0.0128	0.0039
North Beach Campground Facility Improvements	2022	6 months	0.1832	0.0145	0.0070
Oceano Campground Campfire Center Replacement	2022	3 months	0.2395	0.0111	0.0053
Replacement of the Safety and Education Center	2022	3 months	0.2434	0.0103	0.0049
Pismo State Beach Boardwalk	2022	6 months	0.5242	0.0373	0.1671
Butterfly Grove Public Access	2023	3 months	0.2230	0.0092	0.0037
Oceano Campground Infrastructure Improvement	2024	9 months	0.7949	0.0322	0.1379
40-Acre Riding Trail Installation	2024	6 months	0.1045	0.0125	0.0057
Oso Flaco Boardwalk Replacement	2024	6 months	0.4349	0.0421	0.0082
Park Corporation Yard Improvement (Phase 1)	2025	9 months	0.6474	0.0240	0.1713
Park Corporation Yard Improvement (Phase 2)	2025	9 months	0.2784	0.0066	0.0079
Oso Flaco (Initial) Improvement	2026	1 to 2 years	0.9175	0.0546	0.2670
Oso Flaco (Future) Improvement	2028	2 to 3 years	0.5131	0.0692	0.0744
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Annually	3 days	0.0129	0.0003	0.0005
Maximum Quarterly Emissions[1]			1.35	0.09	0.27
SLOAPCD-Recommended Threshold			2.5	0.13	0.32
Threshold Exceeded in Any Year?			No	No	No

Source: Modeled by AECOM, 2020

Notes: SLOAPCD = San Luis Obispo County Air Pollution Control District; ROG = reactive organic gases; NO_X = nitrogen oxide; PM_{10} = particulate matter that is 10 microns in diameter and smaller.

[1] Maximum quarterly emissions are estimated based upon the best available estimate of project implementation timing. The maximum quarterly emissions represented here would occur in the year 2044 for DPM and ROG + NO_X, and in 2026 for fugitive dust PM.

Operations

The proposed site-specific projects are primarily construction-only projects and most building and utility construction would be for the purpose of replacing existing infrastructure that is several years old; the replacement buildings would meet current, increasingly stringent State building efficiency requirements under the California Building Standards Code. The replacement infrastructure, therefore, would be anticipated to be more energy efficient than the existing infrastructure and generate a net decrease in long-term indirect operational emissions associated with energy consumption.

Operationally, and in the long-term, the proposed PWP Development Projects would maintain and improve pedestrian and bicycle access. The PWP also includes internal public access improvements for the public trail system within the Park. The proposed Butterfly Grove Public Access Project will improve visitor access and amenities, including development of a new ADA compliant pedestrian entrance and foot path from SR 1 to the Grove's visitor gathering area, with interpretive and wayfinding signage; enhanced bike trails; installation of new and additional bike parking racks; installation of new and improvements to existing interpretive and wayfinding signage within the Grove and along SR 1; new vehicle parking area with 12 to 16 parking stalls, including ADA compliant parking stalls, and pervious surfacing; and a new visitor drop off/loading zone in front of the new pedestrian entrance. The proposed PWP improvements would also enhance trail connections to the City of Grover Beach, where enhance multi-use trails to and through Pismo State Beach which will interconnect with trails leading to the North Beach Campground to the Grand Avenue entrance in Grover Beach and beyond. These improvements would facilitate multi-modal transportation options for travel to and through the Park and adjacent communities, and assist in alleviating potential congestion along the adjacent Grand Avenue corridor, thereby reducing energy consumption and air pollutant emissions associated with vehicle travel.

New buildings (not replacement) would be constructed under the Park Corporation Yard Improvement Project and the Oso Flaco Improvement Project. Emissions associated with these buildings were estimated using CalEEMod, using the estimated building square footage and CalEEMod default parameters. It should also be noted that the land uses associated with each of the site-specific improvement projects are not necessarily typical of the categories for commercial, industrial, residential, or recreational land uses available for modeling in CalEEMod. The most comparable land use type was used in CalEEMod to reflect the type of use and structure proposed. As discussed in Section 6.3.1.1 above, there would not be a net increase in staffing or Park visitors, and therefore, mobile emissions were not considered for the purpose of this analysis and were zeroed out in CalEEMod.

Tables 6-6 summarizes the maximum daily emissions of ROG and NO_X combined, DPM, fugitive dust $PM_{10,}$ and carbon monoxide that would be generated by new buildings and infrastructure under the Oso Flaco Improvement Project and the Park Corporation Yard Improvement Project. Table 6-7 summarizes the annual emissions of ROG and NO_X combined and fugitive dust PM_{10} that would be generated by new buildings and infrastructure under the Oso Flaco Improvement Project and the Park Corporation Yard Improvement Project. Please refer to Appendix B for detailed model inputs, assumptions, and calculations.

Table 6-6. Maximum Daily Operational Emissions Associated with Site-Specific Improvement Projects

Project	ROG + NO_X (pounds per day)	DPM (pounds per day)	Fugitive Dust PM_{10} (pounds per day)	Carbon Monoxide
Park Corporation Yard Improvement Phase 1	0.313	0.002	0.000	0.025
Park Corporation Yard Improvement Phase 2	0.264	0.002	0.000	0.023
Oso Flaco (Initial) Improvement	0.242	0.001	0.000	0.011
Oso Flaco (Future) Improvement	1.120	0.015	0.000	0.168
Total	**1.938**	**0.020**	**0.000**	**0.227**
SLOAPCD-Recommended Threshold	25	1.25	25	550
Exceed Threshold?	No	No	No	No

Source: Modeled by AECOM, 2020

Notes: SLOAPCD = San Luis Obispo County Air Pollution Control District; ROG = reactive organic gases; NO_X = nitrogen oxide; DPM = Diesel Particulate Matter; PM_{10} = particulate matter that is 10 microns in diameter and smaller.

Table 6-7. Annual Operational Emissions Associated with Site-Specific Improvement Projects

Project	ROG + NO_X (tons per year)	Fugitive Dust PM_{10} (tons per year)
Park Corporation Yard Phase 1	0.057	0
Park Corporation Yard Phase 2	0.048	0
Oso Flaco Initial Improvement	0.044	0
Oso Flaco Future Improvement	0.203	0
Total	**0.352**	**0**
SLOAPCD-Recommended Threshold	25	25
Exceed Threshold?	No	No

Source: Modeled by AECOM, 2020

Notes: SLOAPCD = San Luis Obispo County Air Pollution Control District; ROG = reactive organic gases; NOX = nitrogen oxide; DPM = Diesel Particulate Matter; PM10 = particulate matter that is 10 microns in diameter and smaller.

As shown in Tables 6-6 and 6-7, new buildings and infrastructure would not generate emissions that exceed the SLOAPCD thresholds. There would not be a net increase in visitor or staff vehicle operations, and therefore no expected increase in fugitive dust emissions related to vehicle use. Long-term operations associated with the site-specific improvement projects would not 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; this impact is **less than significant**.

The Phillips 66/ Southern Entrance Project could involve additional construction and operations, if it moves forward. Construction would be temporary, and emissions would stop at the end of the construction duration. Construction would be anticipated to occur several years into the future, not likely concurrently with other Development Projects included

in Tables 6-1 and 6-2. Construction equipment that would serve projects further in the future are likely to be less emissive than the current average construction fleet due to incorporation of more equipment that meets more recent CARB emissions standards and uses cleaner burning fuel. Operations would not occur until after construction. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis. Additional environmental analysis including detailed modelling to estimate impacts would be conducted at a future time.

Mitigation Measure 6-1: Fugitive Dust Mitigation Measures for Projects with Grading Areas Less than 4-acres and Not Within 1,000 Feet of any Sensitive Receptor.

To mitigate fugitive dust emissions generated by construction activities, the following shall be implemented at site-specific improvement project construction sites:

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;

c. All dirt stock-pile areas should be sprayed daily as needed;

d. All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e. All of these fugitive dust mitigation measures shall be shown on grading a building plans; and

f. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent the transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Mitigation Measure 6-2: Fugitive Dust Mitigation Measures for Projects with Grading Areas Greater than 4-acres or Within 1,000 Feet of any Sensitive Receptor.

To mitigate fugitive dust emissions generated by construction activities, the following shall be implemented at site-specific improvement project construction sites:

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;

c. All dirt stock-pile areas should be sprayed daily as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;

e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;

g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

Impact 6-3 Expose Sensitive Receptors to Substantial Pollutant Concentrations

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land uses that typically include sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of

time, resulting in sustained exposure to pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as most of the workers tend to stay indoors most of the time.

Operations of new and replacement buildings and infrastructure would not include sources of substantial TAC emissions. As described above and shown in Tables 6-1 and 6-2, construction activities would not result in emissions of criteria air pollutants that exceed the SLOAPCD thresholds of significance. In addition to criteria air pollutants, U.S. EPA and CARB regulate TACs; the greatest potential for TAC emissions during construction would be related to DPM emissions associated with heavy-duty equipment operations. As shown in Tables 6-4 and 6-5, potential DPM emissions from construction of the site-specific improvement projects would not exceed the SLOAPCD threshold for DPM.

Generation of DPM from construction projects typically occurs in a single area (e.g., at the project site) for a short period of time, but could also include linear infrastructure projects to support new land uses. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (CARB 2005). Therefore, even in intensive phases of construction, any potential substantial DPM concentrations would be limited to the immediate vicinity of the construction site. In addition, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed amount of emissions would result in higher health risks for the maximally exposed individual. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments used to determine the exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period. As explained below, the projects range from approximately 3-months to 2 years in duration at any given site, with the majority lasting less than one year.

The nearest sensitive receptors for each Development Project varies in location and distance from the project site. The nearest sensitive receptor to the Oso Flaco (Initial and Future) Improvement Projects, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pismo State Beach Boardwalk Project, 40-Acre Riding Trail Installation, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, Oceano Campground Campfire Center Replacement Project, the Trash Exclosure at Post 2/Beach Trash Management would range from approximately 500 feet to greater than 1,000 feet at the closest point between the project site and sensitive receptors. In addition, except for the Oso Flaco Improvement Projects, construction activities associated with each of these projects is anticipated to be nine months or less, thereby limiting the potential exposure period. Due to the distance between these project sites and sensitive receptors, and the short duration of construction activity for these projects, construction activities would not be anticipated to expose sensitive receptors to substantial TAC emissions.

The Pier & Grand Avenue Entrances and Lifeguard Towers Project would include construction activity as close as 50 feet to a restaurant on Grand Avenue with outdoor seating, 75 feet to a fast throughput restaurant on Pier Avenue, and approximately 200 feet to

vacation rental homes on Strand Avenue off of Pier Avenue. Similarly, the North Beach Campground Facility Improvements Project would include construction activity approximately 30 feet south of an RV resort and 300 feet west of a travel trailer park. The Butterfly Grove Public Access Project would include construction activity approximately 20 feet north of residences. However, as noted above, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance. These Development Projects are anticipated to take approximately 3 to 6 months to implement. The Pismo Creek Estuary Seasonal (Floating) Bridge Installation would also occur within approximately 150 feet of the western perimeter of a RV resort, but this activity would only take two to three days at any given time. In addition, as detailed in Table 6-1, the maximum daily emissions of DPM, which would not be the typical emissions rate over the entire construction periods, would be less than 0.5 pounds per day for any of these projects; this is less than 8 percent of the SLOAPCD daily threshold; similarly, the maximum quarterly emissions of DPM from these construction activities would be less than 0.015 tons, which is less than 11 percent of the SLOAPCD daily threshold. As such, construction activities would not be anticipated to expose sensitive receptors to substantial TAC concentrations and this impact is **less than significant**.

The Phillips 66/ Southern Entrance Project could involve additional construction, if it moves forward. Construction would be temporary, and emissions would stop at the end of the construction duration. Construction would be anticipated to occur several years into the future, not likely concurrently with other Development Projects included in Tables 6-1 and 6-2. Construction equipment that would serve projects further in the future are likely to be less emissive than the current average construction fleet due to incorporation of more equipment that meets more recent CARB emissions standards and uses cleaner burning fuel. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis; while total acreages are estimated, the potential for demolition or re-use of any existing buildings on-site is currently unknown, requirements for grading, trenching, and cut and fill are also unknown. In addition, future ground surveys would be needed to determine site constraints and opportunities, refine proposed facilities, evaluate re-use of existing site infrastructure and utilities, or add additional functional components to the site concept. Additional environmental analysis including detailed modelling to estimate impacts would be conducted at a future time.

Mitigation Measures: No mitigation is required

Impact 6-4 Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People

Construction activities for the PWP Development Projects and Small Development Projects would include the use of diesel-powered equipment and vehicles, which can result in odors associated with fuel combustion needed to power the vehicle. Odors from these sources would be localized and generally confined to the immediate area surrounding any given project site. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings, may be considered offensive to some individuals. However, odors associated with diesel fumes, asphalt paving, and architectural coatings would be temporary and would disperse rapidly with distance from the source. These

odors would not adversely affect a substantial number of people; there is **no impact**.

Operationally, the following land use types are widely considered major sources of odors: wastewater treatment and pumping facilities, chemical manufacturing facilities, sanitary landfills, fiberglass manufacturing facilities, transfer stations, painting/coating operations (e.g., auto body shops), composting facilities, food processing facilities, confined animal facilities, and asphalt batch plants. This list is meant not to be entirely inclusive, but to act as general guidance. The proposed site-specific projects are primarily construction-only projects and most building and utility construction would be for the purpose of replacing existing infrastructure that is several years old. New (not replacement or improvement) buildings and facilities would not include uses that would generate emissions leading to odors; there is **no impact**.

Mitigation Measures: No mitigation is required

6.4 Cumulative Effects

The geographic scope for air quality is the SCCAB. The SCCAB is in nonattainment for ozone and PM_{10}. As discussed above in Section 6.1, "Regulatory Setting," the SLOAPCD 2001 Clean Air Plan identifies control measures, specifically from mobile and area-wide emission sources, necessary to attain ozone air quality standards. Although some of the control measures set forth for controlling ROG and NO_X emissions have a co-benefit of reducing PM emissions, the plan does not identify any control measures solely related to the reductions of PM emissions. New development that would result in greater air pollutant emissions than assumed in regional air quality plans could contribute to cumulative air quality impacts.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, to result in nonattainment of regional ambient air quality standards. Instead a project's individual emissions contribute to overall air quality conditions. The nonattainment status of regional pollutants is a result of past and present development within the air basin. Ongoing development and operation of new land uses would generate additional emissions of ozone precursors (ROG and NO_X) and PM, which may adversely affect the region's ability to achieve attainment of the applicable air quality standards, representing a significant cumulative impact. A project is considered to result in a cumulatively considerable net increase of criteria air pollutants if project-related emissions would exceed the SLOAPCD thresholds of significance, which were developed based on the California Health & Safety Code Division 26, Part 3, Chapter 10, Section 40918 (Air Pollution Control District Plans to Attain State Ambient Air Quality Standards), and the CARB Carl Moyer Guidelines for DPM.

Depending on construction schedules and actual implementation of projects in the area, as listed in Table 3-1, generation of fugitive dust and criteria air pollutant emissions during construction and from resulting operations could result in substantial short-term and long-term increases in air pollutants. However, as described in impact 6-2, the PWP and site-specific improvement projects would not exceed the SLOAPCD thresholds of significance during construction or operations. Implementation of the PWP and its associated Development project would not affect implementation of the Dust Control Program or HCP implementation and therefore would not result in a new direct or indirect cumulative impact. Therefore, the proposed PWP and site-specific improvement projects would not impede attainment of the ambient air quality standards or air quality attainment plan, and would have a **less than cumulatively considerable** contribution to air quality impacts.

7.0 BIOLOGICAL RESOURCES

7.1 Regulatory Setting

For a detailed description of the applicable federal and state laws and regulations governing biological resources, see the Oceano Dunes District Habitat Conservation Plan (HCP) EIR Chapter 6 "Biological Resources," Section 6.1 "Regulatory Setting" (CDPR 2020). The Federal Endangered Species Act (FESA), Migratory Bird Treaty Act (MBTA), and federal Clean Water Act (CWA) are the principal federal laws relevant to biological resources in the PWP area. In addition to CEQA, the principal state laws regulating biological resources are the California Endangered Species Act (CESA), additional California Fish and Game Code[1] sections, and the Porter-Cologne Water Quality Act. Additional guidance regarding Environmentally Sensitive Habitat Areas (ESHA) in the coastal zone is contained in the California Coastal Act. The entire PWP area lies within the coastal zone.

California State Parks management and authority, along with related regulations and policies can also be found in Section 1.5 of Volume 1, Chapter 1 "Introduction" of this PWP and the Department's Operations Manual for Natural Resources (CDPR 2004).

7.2 Environmental Setting

For a description of the biological resources environmental setting, see Volume 2 section 1.5 "Biological Resources," of this PWP. For more detailed information see the Oceano Dunes District HCP EIR Chapter 6 "Biological Resources," Section 6.2 "Environmental Setting" (CDPR 2020). The information in the HCP EIR is based on data developed for the HCP, including the Vegetation Mapping Report and State Park's surveys. The Vegetation Mapping Report is HCP Appendix I. No significant changes in land use or habitat types have occurred since those surveys were completed. For this PWP, the habitat types described in the HCP were combined into slightly larger groups based on a comparative mapping effort conducted at the onset of the planning process. Acreages provided in this Section are based on the PWP habitat types, as described in Section 1.5 of Volume 2. The District is currently in the early stages of developing a Natural Community Conservation Plan (NCCP) for the Park and has also worked with the California Department of Fish and Wildlife in developing a Biodiversity Management Plan (see Appendix B of Volume 1).

7.2.1 Effects of Ongoing Park Activities

Existing and ongoing Park activities include operation and management of facilities, and various programs including visitor use and safety, park maintenance, natural resource management, cultural resource management, and other miscellaneous operations. For a complete description of ongoing activities please see Volume 2 "Existing Conditions" of this PWP. It is State Park's mission to preserve the state's extraordinary biological diversity and protect their natural values in perpetuity for the people of the state while providing for health, inspiration, and education, and creating opportunities for high-quality outdoor recreation. Biological resource protection and enhancement are incorporated into existing park management plans and programs. However, existing activities also have known impacts on biological resources within the Park. Effects of these existing activities on special-status species fall into five categories as

[1] *All Fish and Game Code references are to the California Fish and Game Code*

covered by the HCP: mortality or injury, disturbance, habitat reduction, indirect impacts, and beneficial effects, as defined below. For consistency purposes, this biological resources section uses the same categories for impacts to special-status species, including those species not included in the HCP as covered species. The categories are defined as follows:

- **Mortality or Injury.** The (covered) activity has directly caused mortality or injury to a species in the past or has the potential to do so within the permit term of the HCP due to the nature of the activity. Examples include, but are not limited to, species being struck by a vehicle or being stepped on by pedestrians.

- **Disturbance.** The (covered) activity has caused disturbance to a species in the past or has the potential to do so within the permit term of the HCP due to the nature of the activity. Disturbance means causing stress to an individual or group of species such that they alter their natural behavior, potentially resulting in reduced breeding or foraging success, or even in some cases injury or mortality of one or more individuals. Disturbance also includes short-term impacts to species habitat, such as a temporary increase in turbidity in aquatic habitats.

- **Habitat Impacts.** The (covered) activity has resulted in a permanent reduction or alteration of species habitat in the past or has the potential to do so within the permit term of the HCP due to the nature of the activity. Examples of permanent habitat impacts include, but are not limited to, the reduction in habitat quality from motorized vehicle recreation or the permanent loss of habitat from covered activities.

- **Indirect Impacts.** The (covered) activity has caused indirect impacts to species in the past or has the potential to do so within the permit term of the HCP due to the nature of the activity. Indirect impacts include indirect negative effects to species from covered activities, such as an increase in the likelihood of predation or disease, or exposure to pollutants.

- **Beneficial Effects.** (Covered) activities with beneficial effects reduce the likelihood of species mortality of injury from other covered activities, protect species breeding and foraging habitat, and/or aid in the maintenance or recovery of species populations. Examples include the breeding season exclosures and monitoring for Western snowy plover (SNPL) and California least tern (CLTE), the California red-legged frog (CRLF) surveys, the tidewater goby and salmonid surveys, and the listed plant management activities.

State Parks manages the effects of existing covered activities through implementing many Avoidance and Minimization Measures (AMMs) such as recreation use restrictions, protective fencing of sensitive areas, habitat enhancements, enforcement patrols, and monitoring. AMMs employed by State Parks for the conservation of covered species are listed in the HCP EIR Appendix B and briefly described below. The PWP has been developed and will be implemented consistent with the HCP, once adopted, and its AMMs.

Special-status species impacted by existing activities are described in the HCP EIR Section 6.2.3 and Table 7-2 (CDPR 2020). The potential for existing ongoing activities occurring at Pismo State Beach and Oceano Dunes SVRA to affect these special-status species are characterized in the HCP EIR Appendix D, Tables D-1 through D-6 and include injury/mortality, disturbance, habitat disturbance, and indirect effects, as well as beneficial effects (CDPR 2020).

7.2.2 Avoidance and Minimization Measures (AMMs)

Avoidance and minimization measures (AMMs) from the HCP have been incorporated in the proposed PWP and its associated projects and management actions as components that are designed to minimize impacts to the covered species and their environment. The application of AMMs during PWP implementation is presumed, and therefore they are not considered mitigation measures but rather resource protection measures that are part of the proposed PWP and HCP. Thus, the AMMs are considered to be in place when determining the level of impact of the PWP, as described below.

A summary listing of HCP AMMs, also applicable to this PWP, is presented in the HCP EIR Appendix B (CDPR 2020). There are 140 AMMs for protecting snowy plover, 126 AMMs for California least tern, 49 AMMs for California red-legged frog, 55 AMMs for tidewater goby, and 38 AMMs for the covered plant species. These measures are designed to protect the covered species from potentially significant impacts caused by the covered activities. Because these AMMs are designed broadly to protect important habitats in the park, they will also protect special-status species that are not HCP covered species but occupy or frequent the same habitat.

Fish. The HCP includes AMMs specifically for the protection of tidewater goby (*Eucyclogobius newberryi*), including, but not limited to, visitor and park personnel education, signage, minimizing/excluding human and dog activities in tidewater goby habitat, seasonal closures, enforcement (particularly during periods of high use), minimizing disturbance during surveys for fish and amphibians, minimizing erosion, assuring sustained water flows, and pre-construction surveys. The PWP does not introduce new activities into aquatic habitat occupied by tidewater goby other than the seasonal floating bridge at Pismo Creek, which would not adversely impact the species. Therefore, tidewater goby would not be impacted by the new proposed management actions or projects in the PWP and is not considered further in this analysis.

Steelhead (*Oncorhynchus mykiss irideus*) South-Central California Coast Ecologically Significant Unit (ESU) occur in Arroyo Grande Creek and Pismo Creek, which are the only two creeks in the Park that are connected to the ocean for steelhead migration. State Parks staff monitor fish populations in these areas one to four times per year. The steelhead South-Central California Coast ESU is not a covered species in the HCP because NOAA Fisheries concluded that the existing covered activities listed in the HCP are not likely to result in "take" of steelhead as defined in the FESA with the implementation of AMMs. In addition, the HCP and PWP do not introduce new activities into aquatic areas such as Arroyo Grande Creek and Pismo Creek where steelhead occur, other than the seasonal floating bridge at Pismo Creek, which would not adversely impact the species. Therefore, steelhead would not be impacted by the new proposed activities in the HCP or PWP and is not considered further in this analysis.

Amphibians and Reptiles. The HCP specifies AMMs to protect California red-legged frog (*Rana aurora draytonii*; CRLF), including, but not limited to, visitor and employee education, posted speed limits, trash management and predator control, monitoring of creek crossings, pre-activity surveys, decontamination of equipment, non-native vegetation management, controlling activities that can cause turbidity, biological monitoring during construction and maintenance activities, timing construction/maintenance to avoid the breeding season, and control of pesticide use. The AMMs specifically target Arroyo Grande Creek, Carpenter Creek, Pismo Creek, Arroyo Grande Creek Lagoon, Oceano Lagoon, Pismo Lagoon, Oso Flaco Creek, Pismo Lake, dune lakes and wetlands, the campgrounds and golf

course (maintenance in uplands), riparian areas, and areas subject to cultural resources management. HCP AMMs for CRLF may also provide protection for western spadefoot toad (*Spea hammondii*; WST) and western pond turtle (*Actinemys marmorata*; WPT). All AMMS for amphibians and reptiles would also be applied during PWP implementation.

Birds. The HCP specifies AMMs to protect western snowy plover (*Charadrius nivosus nivosus*; SNPL) and California least tern (*Sterna antillarum browni*; CLTE), including, but not limited to, visitor and employee education, posted speed limits, trash management and predator control, seasonal exclosure and single-nest exclosure fencing, monitoring, habitat enhancement, and no-disturbance buffers. The AMMS target areas where SNPL and CLTE are known to nest along the shoreline, but also include other suitable habitat areas where SNPL and CLTE could occur. HCP AMMs for SNPL and CLTE may also provide protection for migrant and winter resident birds, as well as some other nesting birds (e.g., ground nesting birds such as California horned lark (*Eremophila alpestris*)). All AMMS for birds would also be applied during PWP implementation.

Plants. The HCP specifies AMMs to protect covered plants in the HCP area, including, but not limited to, visitor and employee education, habitat restoration, and pre-activity surveys. HCP AMMs for covered plants may also provide protection for some wildlife species that occur within similar habitats (e.g., coast horned lizard (*Phrynosoma blainvillii*), silvery legless lizard (*Anniella pulchra pulchra*)). All AMMs for covered plants would also be applied during PWP implementation.

Impacts to both special-status species "covered" under the HCP and not covered under the HCP are discussed below in Section 7.3.2 "Special-status Species."

Additional AMMs shall be implemented as necessary as determined by Parks Staff while preparing the Project Evaluation Forms (PEFs) for project activities.

7.2.3 Definition of ESHA

For the purposes of the analysis of impacts on biological resources resulting from implementation of the PWP in this Draft EIR, ESHA include those vegetation communities that are considered sensitive natural communities by CDFW, that are subject to regulation under section 404 of the federal Clean Water Act, the State's Porter Cologne Act, or California Fish and Game Code 1600 et al. Vegetation communities and habitat types considered ESHA for the purposed of this analysis are denoted with a * in Tables 7-1 and 7-2 below.

Unvegetated habitat types such as beach strand or unvegetated dunes are not considered ESHA for the purposes of this EIR. The mere presence of sensitive species (such as snowy plover or least tern) on beach strand does not make a habitat ESHA for the purposes of this EIR. However, directly (mortality) and indirect impacts to these species are discussed in detail in the impact discussion for special-status species. The eucalyptus trees in the butterfly grove are considered ESHA. However, the garden planted at the same location is not considered ESHA, as it has been recently planted.

This definition of ESHA for the purposes of this Draft EIR is consistent with the local applicable LCPs (please see Chapter 4, "Consistency Determination," in Volume 1 (PWP) for a detailed analysis of this issue.

7.3 Project Impacts

The proposed PWP includes existing, new, proposed, and potential future activities. The majority of PWP activities presently already occur in the PWP area, were listed in the General Plan for the unit, permitted in the current CDP and have been occurring for decades. Chapter 3, Volume 1 of the PWP and the HCP EIR Table 24 in the project description identify those activities that are ongoing, and those that are new activities or may be considered in the future. Biological effects of ongoing existing covered activities are part of the environmental setting as described in Volume 2 Chapter 1 "Park History and Existing Conditions" and in the HCP EIR section 6.2.7 and HCP EIR Appendix D. The PWP does not propose changes to these existing activities; therefore, there are no new impacts associated with these existing activities; these activities do not change the environmental baseline.

Existing park management activities are included in this EIR impact analysis and include operations and maintenance, and management plans and programs (see Volume 1 Section 1.5 for park management programs and plans; also see Table 1-1 State Park Management Plans).

Specific Proposed Development Projects, other Small Development Projects, and implementation of Other Park Management Programs as described in detail in Chapter 3.3 through 3.5 of Volume 1 of this PWP are also analyzed in this EIR.

Threshold of Significance

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 the 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, or regulations or by the California Department of Fish and Game or the 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?

Threshold of significance (e) 'local policies or ordinances' does not apply to State Park lands because lands owned by the State are not subject to local land use policies. Therefore, this threshold will not be discussed further. Threshold of significance (f) 'conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other' would have ***no impact*** because implementation of the proposed PWP is

consistent with the HCP that has just been developed for the PWP area. The proposed PWP is also consistent with the NCCP that is currently under development. Additionally, the proposed PWP will not prevent the Arroyo Grande HCP being implemented by the San Luis Obispo County Department of Public Works from achieving its goals; therefore, this will not be discussed further.

7.3.1 Special-status Species

Table 7-1 includes anticipated habitat impacts from PWP proposed Development Projects and Figures 7-1 through 7-10 include the proposed Development Projects and habitats. Table 7-2 includes anticipated habitat impacts from PWP Small Development Projects. No focused special-status species surveys were conducted in support of this EIR. However, the distribution of special-status species in the Park is relatively well known from years of work in support of the HCP and other management efforts. The locations of know special-status species (and other sensitive biological resources) was taken into consideration of the design of Development Projects and Small Projects. The impact analysis for special-status species is based on the presence of suitable habitat for these species in the planning area, and within the footprint of Development and Small projects. The analysis in this EIR also assumes the implementation of all avoidance and minimization measures and management programs in the Park as part of baseline conditions

7.3.1.1 Impacts on Special-Status Species from Proposed PWP Implementation

Impacts on special-status species and their habitats from existing park activities could result from operations and management of facilities, programs for visitor use and safety, park maintenance, natural and cultural resource management, and other miscellaneous Park operations. Impacts could also result from implementation of the specific Proposed Development Projects and other Small Development Projects. These impacts could include mortality and injury, disturbance, habitat impacts, and indirect impacts. Impacts by habitat types resulting from PWP Implementation are quantified in Table 7-1. These impact acreages were obtained by overlaying the footprint of the proposed Development and Small Projects with the habitat map of the PWP planning area developed for the PWP process. This habitat map is slightly modified from the HCP habitat map by combining related/similar habitat alliances quantified in the HCP into broader habitat types.

In addition to the project specific impacts quantified in Table 7-1, there could be up to 3 acres of temporary habitat impacts annually resulting from routine park activities as described in Section 3.5 in Chapter 3 of the PWP (Volume 1). This is a conservative estimate, taking into account all activities that routinely happen in the Park over a year. However, any single impact of these routine activities would be small, habitats would be restored onsite following implementation of the activities whenever possible, and any acreage that could not be restored onsite would be compensated for under the proposed habitat restoration of the Proposed Development Projects and the restoration/planting and habitat enhancement activities already ongoing in the Park.

Table 7-1. Habitat Impact Acreages on PWP Proposed Development Projects

Habitat Type	Oso Flaco Improvement Project	Oso Flaco Option 1 OHV Access Trail**	Oso Flaco Option 2 OHV Access Trail**	Park Corporation Yard Improvement Project	Park Corp Yard Maintenance Road	Oceano Campground Infrastructure Improvement Project	Pier and Grand Avenue Entrances and Lifeguard Towers Project	North Beach Campground Facility Improvements Project	Butterfly Grove Public Access Project	Pismo State Beach Boardwalk Project	Total Habitat Impacts
Active Interior Dune/Open Space*	0.578	0.368	0.067	0.000	0.000	0.000	0.000	0.000	0.000	1.058	**1.689**
Agriculture	117.790	0.269	0.268	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**118.175**
Arroyo Willow/Wax Myrtle Thicket*	0.658	0.193	0.185	0.180	0.008	0.000	0.000	0.000	0.000	0.207	**0.944**
Central Coast Dune Scrub*	1.348	0.025	0.304	0.000	1.758	0.000	0.000	0.000	0.799	4.546	**7.978**
Developed / Disturbed	0.417	0.004	0.613	5.683	0.194	2.657	0.034	0.526	0.257	0.000	**9.351**
Dune Swale*	0.093	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.045**
Foredunes*	0.214	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.894	**3.100**
Freshwater Lake*	0.294	0.000	0.056	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.139**
Riparian*	4.105	0.040	0.047	0.542	0.708	0.148	0.000	0.000	0.000	0.000	**5.160**
Wetland*	2.001	0.108	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**1.974**
Woodlands*	0.107	0.000	0.000	0.177	0.138	0.596	0.000	0.000	0.103	0.032	**1.126**
Total Project Acreages	**127.605**	**1.007**	**1.540**	**6.582**	**2.806**	**3.401**	**0.034**	**0.526**	**1.159**	**8.737**	**149.681**

*Denotes CDFW sensitive natural communities, also considered ESHA; ** Impact acreages based on conceptual alignments; actual acreage could change based on refinement of routes in the future

Table 7-2. Habitat Impact Acreage of PWP Small Development Projects

Habitat Type	40 Acre Riding Trail Installation	Replacement of Safety & Education Center	Oceano Campground Campfire Center Replacement Project	Trash Exclosure at Post 2 & Beach Trash Management	Total Habitat Impacts
Active Interior Dune/Open Space*	0.000	0.016	0.000	0.062	**0.078**
Agriculture	0.000	0.000	0.000	0.000	**0.000**
Arroyo Willow/Wax Myrtle Thicket*	0.000	0.000	0.000	0.000	**0.000**
Central Coast Dune Scrub*	4.800	0.000	0.044	0.000	**4.844**
Developed / Disturbed	0.000	0.000	0.000	0.000	**0.000**
Dune Swale*	0.000	0.000	0.000	0.000	**0.000**
Foredunes*	0.000	0.000	0.000	0.000	**0.000**
Freshwater Lake*	0.000	0.000	0.000	0.000	**0.000**
Riparian*	0.000	0.000	0.000	0.000	**0.000**
Wetland*	0.000	0.000	0.000	0.000	**0.000**
Woodlands*	0.000	0.000	0.005	0.000	**0.005**
Total Project Acreages	**4.800**	**0.016**	**0.049**	**0.062**	**4.927**

*Denotes CDFW sensitive natural communities, also considered ESHA.

State Parks would continue to implement their standard practices and policies and AMMs currently in place for existing and future management activities and potential impacts on special-status from these activities are covered by the HCP and were analyzed in the HCP EIR. Additionally, it is the policy of State Parks to implement park acquisitions and resource, facility, and visitor use management strategies that foster long-term sustainability of natural animal and plant populations and the processes that influence the dynamics of these populations. These policies are described in detail in the Operations Manual for Natural Resources (CDPR 2004). Besides negative impacts on special-status species, there are also many beneficial effects on special-status species resulting from implementation of State Park's ongoing standard practices and AMMs. Therefore, impacts to special-status species from existing park activities would be ***less than significant***.

Mitigation Measure: No mitigation required.

7.3.1.2 Impacts on Special-status Species from Proposed and Small Development Projects

Western Snowy Plover (SNPL) and California Least Tern (CLTE)

The following proposed Development Projects would occur outside of SNPL and CLTE primary and secondary habitat and would have ***no impact*** on breeding, foraging, or wintering birds:

- Park Corporation Yard Improvement Project;
- Oceano Campground Infrastructure Improvement Project;
- Pier and Grand Avenue Entrances and Lifeguard Towers;
- North Beach Campground Facility Improvements Project;
- Butterfly Grove Public Access Project.

Impact 7-1 Direct and Indirect Impacts on SNPL and CLTE Primary and Secondary Habitat

The following proposed Development Project would impact SNPL primary breeding habitat and SNPL and CLTE secondary foraging and wintering habitat, which would result in direct or indirect impacts on SNPL and CLTE:

- Oso Flaco (Initial and Future) Improvement Project - This project would include construction of a pedestrian trail and vegetation buffer around Oso Flaco Lake that could disrupt and disturb foraging and/or breeding SNPL and CLTE during the breeding and wintering seasons, including fledglings learning to feed, when present. The initial improvement project includes construction of a boardwalk that extends out to the beach and crosses through SNPL designated critical habitat, directly impacting 0.542 acres. Disturbance of approximately 0.806 acre of known SNPL breeding/nesting habitat is anticipated. Disturbance to approximately 2.527 acres of potential SNPL and CLTE foraging habitat is anticipated including active interior dune/open space, central coast dune scrub, dune swale, foredunes, and freshwater lake as shown in Table 7-1. Construction of the boardwalk could directly impact nesting, foraging, or wintering SNPL and foraging or wintering CLTE and would remove habitat. The addition of the RV campground in the future phase would introduce more visitors to this area of the Park. Visitors could deposit additional trash in the area, which would attract SNPL predators. Although dogs are prohibited in

this area, visitors could also introduce dogs to this area, which could harass, destroy eggs or nests, or kill SNPL young. Increased visitor activities could result in stress, reproductive failure, reduced foraging success, illness, or even death to SNPL (see HCP EIR Appendix D (2020) for an exhaustive list of impacts from existing park activities on SNPL and CLTE).

These impacts to SNPL and CLTE would be potentially significant; however, construction disturbance would be temporary, the proposed development projects have been designed to avoid impacts to special-status species habitat to the extent feasible as mandated in the DOM (CDPR 2004), and Parks would seek an amendment to the HCP for the Oso Flaco Improvement Project because it would represent changes to the use pattern in the area. The HCP specifies AMMs to protect SNPL and CLTE, including but not limited to, visitor and employee education, posted speed limits, trash management and predator control, seasonal exclosure and single-nest exclosure fencing, monitoring, habitat enhancement, and no-disturbance buffers. The AMMs target areas where SNPL and CLTE are known to nest along the shoreline, but also include other suitable habitat areas where SNPL and CLTE could occur. Additionally, with the implementation of State Park's standard practices and policies (SNPL and CLTE management programs), along with implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-2** (Protect Breeding and Nesting SNPL and Compensate for Habitat Impacts), impacts would be reduced to ***less than significant***.

Mitigation Measure 7-1: Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat.

The intent of this mitigation measure is to restore disturbed habitat to pre-construction conditions or to the desired future conditions per State Park's goals and objectives. Impacts to native vegetation communities and special-status species habitat shall be avoided during the design phase to the extent feasible. Prior to final design, State Parks shall map the community type and acreage of vegetation that would be subject to project disturbance. Prior to implementation of each project affecting native vegetation communities that could support special-status species State Parks shall prepare a Habitat Restoration and Revegetation Plan to support the construction design specifications that shall include at a minimum, as required by the State Parks' Natural Resources Handbook (CDPR, n.d.), the following:

- Objective of the revegetation;
- Characterization of the site including the identification of sensitive species;
- Measures to avoid or reduce damage to native communities and sensitive species;
- Vegetation expected to occupy the site in the absence of human disturbance;
- Sources of materials to be used for revegetation;
- Quantities of materials to be used;
- Planting techniques
- Appropriate planting density;
- Certified Weed Free site stabilization materials;
- Source and cost of labor to be used;
- Timing likely to yield the best chance of success;
- Any special conditions, such as short-term irrigation, or herbivore control, necessary to ensure establishment;

- Success criteria; and
- A monitoring program to measure success.

The replacement ratios for native vegetation will be as follows: woodland vegetation (2:1), riparian vegetation (3:1); shrub-dominated vegetation (1:1), and herbaceous vegetation (1:1). Habitat enhancement such as supplemental planting with native species in disturbed areas and/or invasive weed control shall also be acceptable to compensate for impacts on natural vegetation communities, as the same ratios described above. Habitat restoration can occur anywhere in the park, and ongoing habitat enhancement and use of native vegetation for dust mitigation that creates habitat would count toward the compensation ratios. The creation or restoration of habitat shall be monitored annually for up to five years. Remediation activities (e.g. additional planting, removal of non-native invasive species, trash removal, or erosion control) shall be undertaken as necessary to ensure the success of the restoration effort. If it can be clearly demonstrated that the intent of the mitigation measure has been met prior to the end of the 5-year monitoring period, monitoring may cease prior to the full length of the period. If the mitigation fails to meet the established performance criteria after the maintenance and monitoring period, monitoring and remedial activities shall be extended beyond the original period until the criteria are met.

Mitigation Measure 7-2: Protect Breeding and Nesting SNPL and Compensate for Habitat Impacts.

Construction of the Oso Flaco Boardwalk in suitable habitat for SNPL shall be constructed outside of the SNPL breeding season (March 1 to September 30). Prior to construction, preconstruction surveys within 500 feet of the work area shall be conducted for SNPL that may be foraging in the area during the non-breeding season. If SNPL are present, no work shall commence until they have left the area on their own. Daily monitoring of construction activities shall be conducted by a qualified biologist. If SNPL are observed within 100 feet during construction activities, work shall cease until the bird has left the area.

After construction of the Oso Flaco boardwalk, this amenity will only be available during the non-breeding season (October – February). During the SNPL breeding season, the boardwalk extension will be closed in the location where it splits from the current boardwalk and exclosure fencing shall be installed just south of the existing trail that leads from Oso Flaco Lake down to the beach and around the new boardwalk area to protect nesting SNPL. Signs in English and Spanish shall be posted identifying this area as closed due to nesting SNPL and warning violators of penalties for trespassing into the closed area. State Park rangers will have the responsibility to enforce park regulations enacted to protect SNPL, including issuing citations for incidents of trespass into the area closed for nesting. In addition, resource staff monitors will contact visitors who violate park regulations and, where appropriate, contact rangers who will issue a citation.

Prior to opening this new boardwalk section to the public, the entire length will be assessed for maintenance to remove accumulated sand, repair sections that were damaged during the closure, and any ongoing deterioration. This activity will follow the AMMs identified in the HCP for all maintenance activities on developed infrastructure within the covered lands.

Daily monitoring will take place during and immediately after the SNPL breeding season (when exclosure fencing is removed) to enable better identification of potential human use-related threats to SNPL and to summon law enforcement assistance, if needed, to prevent or eliminate any human use related threats to the species. Weekly monitoring for the location of SNPL within the project area will occur during the non-breeding season (October 1 through February 29), as staff levels and weather conditions allow. Monitoring will be increased if necessary (e.g., during storm events). During the non-breeding season, if determined to be necessary to protect wintering SNPL, Parks staff may temporarily close the Oso Flaco Boardwalk area through suitable habitat.

Approximately 0.542 acre of SNPL critical habitat will be impacted by the construction of the Oso Flaco Boardwalk. In addition, it is anticipated that 0.806 acre of SNPL known breeding/nesting habitat will be impacted by the changes in visitor use patterns, lifeguard tower, and other associated changes that result from the addition of the Oso Flaco campground. To compensate for this habitat impact, Parks shall prepare a Restoration Plan for enhancement of SNPL breeding/nesting habitat elsewhere in the Park at a 3:1 ratio where deemed appropriate. Enhancement can take the form of creation of new foredune habitat, invasive exotic species control in suitable habitat, and/or increased management and monitoring of known habitat. Enhancement of the SNPL habitat shall be monitored for 3 years for restoration success, and indefinitely for use by SNPL. It is possible that the HCP will need to be amended and updated to include the proposed improvements for the Oso Flaco Interim and Future improvements if the loss of habitat or take numbers increase beyond the current levels identified in the HCP.

The following proposed Development Projects would not impact SNPL and CLTE breeding habitat; however, they could result in direct or indirect impacts on SNPL and CLTE because they would be constructed immediately adjacent to or within secondary habitat:

- Pismo State Beach Boardwalk Project - This project would include construction of a boardwalk within SNPL secondary habitat. Boardwalk construction and pedestrians accessing the boardwalk could disrupt and disturb SNPL during the non-breeding season if SNPL roost or forage nearby. Disturbance to approximately 8.498 acres of potential foraging habitat is anticipated; however, this area would only support marginal SNPL foraging habitat due to the ongoing high level of recreation in the dunes, including on the nearby trails. Habitats impacted include active interior dune/open space, central coast dune scrub, and foredunes as shown in Table 7-1.

- Phillips 66/Southern Entrance Project – The project could include trail construction adjacent to potential SNPL and CLTE secondary habitat. No site-specific habitat mapping or surveys have been conducted and this assessment is based on aerial photograph interpretation only. Quantification of habitat would have to take place once mapping has been conducted and the conceptual design has moved forward. The project is included here at the program level only.

These impacts to SNPL and CLTE would be potentially significant; however, construction disturbance would be temporary and the proposed Development Projects have been designed to avoid impacts to special-status species habitat to the extent feasible as mandated in the DOM (CDPR 2004). The HCP specifies AMMs to protect SNPL and CLTE, including, but not limited to, visitor and employee education, posted speed limits, trash

management and predator control, seasonal exclosure and single-nest exclosure fencing, monitoring, habitat enhancement, and no- disturbance buffers. The AMMS target areas where SNPL and CLTE are known to nest along the shoreline, but also include other suitable habitat areas where SNPL and CLTE could occur. HCP AMMs for SNPL and CLTE may also provide protection for migrant and winter resident birds, as well as some other nesting birds (e.g., ground nesting birds such as California horned lark). Additionally, with the implementation of State Park's standard practices and policies (SNPL and CLTE management programs), along with implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-2** (Protect Breeding and Nesting SNPL and Compensate for Habitat Impacts), impacts would be reduced to ***less than significant***.

The following Small Development Project was analyzed in the HCP EIR and would occur outside of SNPL suitable habitat and would have ***no impact*** on breeding, foraging, or wintering birds:

- Oso Flaco Boardwalk Replacement – No impact to SNPL.

The following Small Development Projects were analyzed in the HCP EIR and could result in direct or indirect impacts to SNPL and/or CLTE:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation – The floating bridge is outside of SNPL and CLTE breeding habitat and would have no impact on nesting SNPL or CLTE; however, the seasonal bridge could impact roosting and foraging SNPL and CLTE.

Construction would be temporary and with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and HCP SNPL AMM 114 and CLTE AMM 101, these impacts would be reduced to ***less than significant***.

- Replacement of the Safety and Education Center – This project is outside of the typical nesting area for SNPL and CLTE; however, there is a low potential for nesting and foraging that could be disrupted during construction. Disturbance to approximately 0.016 acre of potential foraging habitat is anticipated including active interior dune/open space as shown in Table 7-2.

These impacts could be potentially significant; however, construction would be temporary and with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and HCP SNPL AMMs 8-19 and SNPL AMM 102, and CLTE AMMs 7-16, and implementation of **Mitigation Measure 7-1**, these impacts would be reduced to ***less than significant***.

- Oso Flaco Boardwalk Replacement – This project could disturb roosting and foraging CLTE during construction. The boardwalk would be replaced in place; however, disturbance of up to approximately 1.5 acres of potential aquatic habitat is anticipated and included in the HCP. Any acreage of habitat impacted outside of that would be included in the up to 3-acre disturbance annually occurring in the Park as part of implementation of routine maintenance activities.

These impacts could be potentially significant; however, construction would be temporary and with implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and CLTE AMMs 102 and 103, and

implementation of **Mitigation Measure 7-1**, these impacts would be reduced to ***less than significant***.

The following additional Small Development Project was not previously analyzed in the HCP EIR but would occur outside of SNPL and CLTE suitable habitat and would have ***no impact*** on these species:

- Oceano Campground Campfire Center Replacement Project;

The following additional Small Development Project was not fully analyzed in the HCP EIR and could result in direct or indirect impacts to SNPL and/or CLTE:

- 40 Acre Riding Trail Installation – No impact to SNPL; however, CLTE have been observed flying through this area and could potentially be struck by a vehicle during construction or operations.

- Trash Exclosure at Post 2 & Beach Trash Management - This project is outside of the typical nesting area for SNPL and CLTE; however, there is a low potential for nesting and foraging that could be disrupted during construction. Disturbance to approximately 0.062 acre of potential foraging habitat is anticipated including active interior dune/open space as shown in Table 7-2.

With implementation of State Park's standard practices and policies such as preconstruction surveys, avoidance, and monitoring, and HCP AMMs for SNPL and CLTE, this impact would be reduced to ***less than significant***.

Mitigation Measure: Implement Mitigation Measures 7-1 and 7-2.

California Red-legged Frog (CRLF), Western Pond Turtle (WPT), Western Spadefoot Toad (WST)

The following proposed Development Projects would occur outside of CRLF, WPT and/or WST suitable habitat and would have ***no impact***:

- Oceano Campground Infrastructure Improvement Project – No impact to WST;

- Pier and Grand Avenue Entrances and Lifeguard Towers – No impact to CRLF, WPT and WST;

- North Beach Campground Facility Improvements Project – No impact to WST;

- Butterfly Grove Public Access Project – No impact to CRLF, WPT and WST.

Impact 7-2 Direct and Indirect Impacts on CRLF, WPT, and WST

The following proposed Development Projects would result in direct or indirect impacts on CRLF, WPT and WST because they would be constructed immediately adjacent to or within suitable habitat:

- Oso Flaco (Initial and Future) Improvement Project – This project would include constructing a pedestrian trail and vegetation buffer around Oso Flaco Lake and a trail across aquatic habitat within suitable habitat for CRLF; therefore, CRLF individuals, tadpoles, and egg masses in aquatic habitat could be impacted by project construction and

the project could also cause mortality or injury of dispersing adults and juveniles, and loss of habitat. This project could also impact WPT individuals in aquatic habitat or adjacent habitat and could cause mortality or injury and loss of habitat. The project could also impact WST dispersal that could cause mortality or injury and loss of habitat. Disturbance of up to 7.258 acres of potential habitat is anticipated including arroyo willow/wax myrtle thicket, dune swale, freshwater lake, riparian, wetland, and woodlands as shown in Table 7-1. If OHV Access Trail Option 1 were approved, additional disturbance of up to 0.341 acre of potential habitat is anticipated including arroyo willow/wax myrtle thicket, riparian and wetland as shown in Table 7-1. If OHV Access Trail Option 2 were approved, additional disturbance of up to 0.288 acre of potential habitat is anticipated including arroyo willow/wax myrtle thicket, freshwater lake, and riparian as shown in Table 7-1.

- Park Corporation Yard Improvement Project – While the Park Corporation Yard itself does not provide suitable habitat for these species, the construction of the bridge over Meadow Creek for beach access could impact suitable aestivating habitat for WPT and dispersal habitat for CRLF and WST and could cause mortality or injury to these species. Disturbance of up to 0.854 acre of potential habitat is anticipated including arroyo willow/wax myrtle thicket, riparian, and woodlands as shown in Table 7-1.

- Oceano Campground Infrastructure Improvement Project – This project is adjacent to and within suitable riparian and creek habitat for CRLF and WPT and could result in mortality or injury of dispersing adult and juvenile frogs and turtles. Disturbance of approximately 0.744 acre of potential habitat is anticipated including riparian and woodlands as shown in Table 7-1.

- North Beach Campground Facility Improvements Project – This project is adjacent to suitable riparian and creek habitat for CRLF and WPT and could result in mortality or injury of dispersing adult and juvenile frogs or turtles and loss of habitat if the adjacent habitat was encroached upon.

- Pismo State Beach Boardwalk Project – Although there is no documentation of these species occurring in the project area, there is potential suitable dispersal habitat for CRLF, WPT and WST and potential aestivating habitat for WPT that could cause direct mortality or injury of dispersing adult and juvenile CRLF, WPT and WST during construction of the boardwalk. Disturbance to approximately 0.239 acre of potential habitat is anticipated including arroyo willow/wax myrtle thicket and woodlands as shown in Table 7-1.

- Phillips 66/Southern Entrance Project – This project site includes aquatic and riparian habitat within and adjacent to the site that could support CRLF and WPT, as well as habitat that could support WST. Construction activities could cause injury or mortality and degrade and/or cause loss of habitat. No site-specific habitat mapping or surveys have been conducted and this assessment is based on aerial photograph interpretation only. Quantification of habitat would have to take place once mapping has been conducted and the conceptual design has moved forward. The project is included here at the program level only.

These impacts could be potentially significant; however, with implementation of State Park's standard practices and policies, wildlife management programs, and HCP CRLF AMMs 1-49, as applicable (specifically CFLF AMMs 16, 17, and 24-33) that would also protect and minimize impacts to WPT and WST, and implementation of **Mitigation**

Measure 7-1 (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), these impacts would be reduced to ***less than significant***.

MM 7-3: Preconstruction Surveys for Special-Status Species, Avoidance or Relocation, and Monitoring

Within 30 days prior to construction, reconnaissance-level preconstruction surveys shall be conducted for special-status species (other than SNPL and CLTE) and their habitat by a qualified biologist approved by the applicable agency (CDFW and/or USFWS for listed species) to conduct surveys and handle special-status species, if necessary.

If special-status species habitat is present within the project area, focused surveys shall be conducted for the potentially occurring special-status species, if necessary, to identify and implement appropriate avoidance and minimization measures. The surveys shall be conducted by a qualified biologist in accordance with all currently applicable presence and absences survey and/or species protocols established by CDFW and/or USFWS ("Species Protocols"), as applicable. In the absence of any approved Species Protocols, the survey shall extend for a minimum of 125 feet around areas where any aground-disturbing activities will occur, provided that permission to access has been obtained. Surveys shall be conducted during the appropriate season(s) to detect the species, if present. To meet seasonal requirements stipulated by Species Protocols, some surveys may be required more than 30 days before ground disturbances. In that case, follow-up pre-disturbance surveys also shall be required within 30 days before the start of the ground disturbance to confirm that no changes in species status have occurred in the survey area since the original survey. To avoid any impact during construction in areas where special-status species have been documented, the HCP AMMs shall be implemented along with any other necessary AMMs as determined by Parks Staff while preparing the Project Evaluation Forms (PEFs) for project activities, such as implementing exclusion buffers, installation of flagging and/or fencing, timing of work activities,

If impacts on special-status species habitat are unavoidable and special-status species are observed, they may be relocated upon determination by the agency-approved biologist that an appropriate relocation site exists, and relocation is the preferred avoidance method. The agency-approved biologist will be allowed sufficient time to move special-status species from the work site before work activities begin. Only agency approved biologists will participate in activities associated with the capture, handling, and monitoring of special-status species.

For areas where special-status species have been documented or where their habitat is present, an agency-approved biologist will conduct a training session for all construction personnel before any ground disturbing project activities occur. At a minimum, the training will include a description of the special-status species that have potential to occur in the area and their habitat, the importance of their habitat, the general AMMS that are implemented to conserve habitat as they relate to the project, and the potential project impacts.

Immediately prior to the start of any ground disturbing project activities, the agency-approved biologist will conduct a survey sweep of the project area to

ensure no special-status species remain in the work area. If special-status species are observed, the agency-approved biologist will relocate them as necessary.

The agency-approved biologist will be present at the work site until the removal of all special-status species and instruction of workers, and will remain available/on-call during habitat disturbance. The agency-approved biologist may determine the level of monitoring necessary and can designate a Park representative and/or the contractor or permittee to designate a person to monitor on-site compliance with all applicable AMMs. The agency-approved biologist will ensure that this individual receives training and identification of special-status species. The monitor and the agency-approved biologist will have the authority to halt any action that might result in impacts to special-status species.

The following Small Development Project was analyzed in the HCP EIR and would occur outside of CRLF, WPT and/or WST suitable habitat and would have ***no impact***:

- Replacement of Safety & Education Center – This project is outside CRLF, WPT and WST habitat.

The following Small Development Projects were analyzed in the HCP EIR and could result in direct or indirect impacts to CRLF, WPT and WST:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation – The floating bridge would be installed in aquatic habitat; however, CRLF are not known to occur in Pismo Creek at this location due to the intrusion of saltwater and potential for occurrence is low. WPT is not likely to occur at this location as WST are very uncommon in the Park and also likely to avoid saltwater intruded habitat and therefore not likely to occur in this location.

Because CRLF, WPT and WST are unlikely to occur at this location, project activities would have a ***less than significant impact***.

- Oso Flaco Boardwalk Replacement Project – This project spans approximately 940 linear feet of aquatic habitat including wetlands and open water where CRLF and WPT are known to occur. Replacement of the boardwalk would cause temporary disturbance to CRLF and WPT aquatic habitat and could potentially impact individual CRLF and WPT by injury or mortality if they are present in the work area during construction. CRLF adults, juveniles, or tadpoles, and WPT adults or juveniles could also be temporarily disturbed by activities. Disturbance of up to approximately 1.5 acres of potential aquatic habitat is anticipated and included in the HCP.

Construction would be temporary and with implementation of State Park's standard practices and policies, wildlife management programs, and HCP CRLF AMMs 38-41 that would also protect and minimize impacts to WPT and WST, along with implementation of **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), these impacts would be reduced to ***less than significant***. Additionally, the HCP includes the loss of up to 1.5 acres of CRLF aquatic habitat for the boardwalk replacement. Oso Flaco Lake is not considered suitable breeding habitat for WST; therefore, ***no impact*** to WST would occur.

The following other Small Development Project not analyzed in the HCP EIR would occur outside of CRLF, WPT and WST suitable habitat and would have ***no impact*** on these species:

- Trash Exclosure at Post 2 & Beach Trash Management – This project is outside CRLF, WPT and WST habitat.

The following other Small Development Projects not analyzed in the HCP EIR could result in direct or indirect impacts to CRLF and WPT:

- 40 Acre Riding Trail Installation – This project is outside of aquatic habitat and CRLF, WPT and WST are unlikely to disperse through the area.

Because CRLF, WPT and WST are unlikely to occur at this location, project activities would have a ***less than significant*** impact.

- Oceano Campground Campfire Center Replacement Project – This project is the replacement of existing facilities in a developed area; however, the project is adjacent to riparian and creek habitat that has potential habitat for CRLF and WPT and could result in mortality or injury of dispersing adult and juvenile frogs or turtles. Disturbance to approximately 0.005 acre of potential habitat is anticipated including woodlands as shown in Table 7-2.

These impacts could be potentially significant; however, with implementation of State Park's standard practices and policies, wildlife management programs, and HCP CRLF AMMs 38-41 that would also protect and minimize impacts to WPT and WST, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), these impacts would be reduced to ***less than significant***.

Mitigation Measures: Implement Mitigation Measures 7-1 and 7-3.

Coast (California) Horned Lizard and Silvery Legless Lizard

The following proposed Development Projects would occur outside of coast horned lizard and silvery legless lizard suitable habitat and would have ***no impact*** on these species:

- Park Corporation Yard Improvement Project;

- Butterfly Grove Public Access Project.

Impact 7-3 Direct and Indirect Impacts on Coast (California) Horned Lizard and Silvery Legless Lizard

The following proposed Development Projects could result in direct or indirect impacts on coast horned lizard and silvery legless lizard because they would be constructed within suitable habitat:

- Oso Flaco (Initial and Future) Improvement Project – Coast horned lizard and silvery legless lizard could occur in dune scrub or other vegetated dune habitats. Construction activities could cause injury or mortality and degrade and/or remove suitable habitat. Disturbance of approximately 2.34 acres of potential habitat is anticipated including active interior dune/open space, central coast dune scrub, dune swale, foredunes, and

woodlands as shown in Table 7-1. If OHV Access Trail Option 1 were approved, additional disturbance of up to 0.786 acre of potential habitat is anticipated including active interior dune/open space and central coast dune scrub as shown in Table 7-1. If OHV Access Trail Option 2 were approved, additional disturbance of up to 0.742 acre of potential habitat is anticipated including active interior dune/open space and central coast dune scrub as shown in Table 7-1.

- Oceano Campground Infrastructure Improvement Project – Silvery legless lizard has been observed in the campground. Construction activities could cause injury or mortality and degrade and/or remove suitable habitat. Disturbance of approximately 0.596 acre of potential habitat is anticipated including woodlands as shown in Table 7-1.

- Pier and Grand Avenue Entrances and Lifeguard Towers – The sandy habitats adjacent to these project areas could support silvery legless lizard. Construction activities could cause injury or mortality and degrade and/or remove suitable adjacent habitat. These projects include replacement of existing facilities within the same footprint and no habitat impacts are anticipated.

- North Beach Campground Facility Improvements Project – Silvery legless lizard has been observed in the campground. The construction footprint is all within disturbed/developed land; however, construction activities could cause injury or mortality and degrade and/or remove suitable adjacent if it was encroached upon.

- Pismo State Beach Boardwalk Project - Coast horned lizard and silvery legless lizard could occur in the dune scrub or other vegetated habitats. Construction activities could cause injury or mortality and degrade and/or remove suitable habitat. Disturbance of approximately 8.53 acres of potential habitat is anticipated including active interior dune/open space, central coast dune scrub, foredunes, and woodlands as shown in Table 7-1.

- Phillips 66/Southern Entrance Project – No site-specific habitat mapping or surveys have been conducted and this assessment is based on aerial photograph interpretation only. Quantification of habitat would have to take place once mapping has been conducted and the conceptual design has moved forward. The project is included here at the program level only.

These impacts could be potentially significant; however, with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), impacts to coast horned lizard and silvery legless lizard would be ***less than significant***.

The following Small Development Projects were analyzed in the HCP EIR and would occur outside of coast horned lizard and silvery legless lizard suitable habitat and would have ***no impact*** on these species:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation;

- Replacement of the Safety and Education Center;

- Oso Flaco Boardwalk Replacement.

The following other Small Development Projects not analyzed in the HCP EIR could result in direct or indirect impacts to coast horned lizard and silvery legless lizard:

- 40 Acre Riding Trail Installation – Coast horned lizard and silvery legless lizard could occur in the dune scrub or other vegetated dune habitats. Construction activities of the trail could cause injury or mortality to these species and degrade and/or remove suitable habitat. Vegetation within the 40 Acres site would be removed along up to 2 miles of trail alignment at a maximum width of 20 feet. This would result in a loss of up to 4.8 acres of suitable habitat including central coastal dune scrub as shown in Table 7-2.

- Oceano Campground Campfire Center Replacement Project – This project involves the replacement of existing facilities in a developed area; however, silvery legless lizard has been observed in the adjacent campground. Construction activities could cause injury or mortality and degrade and/or remove suitable habitat. Disturbance of approximately 0.049 acre of potential habitat is anticipated including central coast dune scrub as shown in Table 7-2.

- Trash Exclosure at Post 2 and Beach Trash Management – This project is within open beach habitat. Coast horned lizard and silvery legless lizard could occur in dune scrub or other vegetated habitats north of Post 6 and disperse through the area. Construction activities and operations activities could cause injury or mortality to these species if present. Disturbance of approximately 0.062 acre of potential habitat is anticipated including active interior dune/open space as shown in Table 7-2.

These impacts could be potentially significant; however, with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), impacts to coast horned lizard and silvery legless lizard would be ***less than significant***.

Mitigation Measures: Implement Mitigation Measures 7-1 and 7-3.

Western Burrowing Owl (BUOW)

The following proposed Development Projects would occur outside of western burrowing owl suitable habitat and would have ***no impact*** on breeding, foraging, or wintering birds:

- Park Corporation Yard Improvement Project;

- Oceano Campground Infrastructure Improvement Project;

- North Beach Campground Facility Improvements Project;

- Butterfly Grove Public Access Project.

Impact 7-4 Direct and Indirect Impacts on BUOW

The following proposed Development Projects could result in direct or indirect impacts on BUOW because they would be constructed within suitable wintering habitat:

- Oso Flaco (Initial and Future) Improvement Project – BUOW have been observed at Oso Flaco Lake. Construction activities could disturb BUOW individuals and impact BUOW wintering habitat. Disturbance of approximately 4.528 acres of potential suitable habitat is anticipated including active interior dune/open space, central coast dune scrub, dune swale, foredunes, freshwater lake, and wetland as shown in Table 7-1. If OHV Access Trail Option 1 were approved, additional disturbance of up to 0.501 acre of potential habitat is anticipated including active interior dune/open space, central coast dune scrub, and wetland as shown in Table 7-1. If OHV Access Trail Option 2 were approved, additional disturbance of up to 0.427 acre of potential habitat is anticipated including active interior dune/open space, central coast dune scrub, and freshwater lake as shown in Table 7-1.

- Pier and Grand Avenue Entrances and Lifeguard Towers Project – BUOW have been observed near the Grand Avenue ramp. Construction activities could temporarily impact wintering habitat. These projects will replace existing facilities within the same footprint; therefore, no new permanent disturbance would occur.

- Pismo State Beach Boardwalk Project – BUOW have been observed near the Grand Avenue ramp. Construction activities could impact wintering habitat. Disturbance of approximately 8.498 acres of suitable habitat is anticipated including active interior dune/open space, central coast dune scrub, and foredunes.

- Phillips 66/Southern Entrance Project – No site-specific habitat mapping or surveys have been conducted and this assessment is based on aerial photograph interpretation only. Quantification of habitat would have to take place once mapping has been conducted and the conceptual design has moved forward. The project is included here at the program level only and is expected to support BUOW habitat.

These impacts could be potentially significant; however, construction activities would be temporary and with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), impacts to BUOW would be ***less than significant***.

The following Small Development Project was analyzed in the HCP EIR and would occur outside of BUOW suitable habitat and would have ***no impact*** on this species:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation.

The following Small Development Projects were analyzed in the HCP EIR and could result in direct or indirect impacts on BUOW:

- Replacement of Safety & Education Center – Although uncommon in the area, construction activities could cause injury or mortality to BUOW or damage their burrows. Disturbance of

approximately 0.016 acre of potential habitat is anticipated including active interior dune/open space as shown in Table 7-2.

- Oso Flaco Boardwalk Replacement Project – BUOW habitat occurs in the project area. Construction activities could temporarily disturb owls foraging in the area.

These impacts could be potentially significant; however, with implementation of State Park's standard practices and policies, wildlife management programs, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), impacts to BUOW would be ***less than significant***.

The following other Small Development Project not analyzed in the HCP EIR would occur outside of BUOW suitable habitat and would have ***no impact*** on this species:

- Oceano Campground Campfire Center Replacement Project.

The following Small Development Projects were not fully analyzed in the HCP EIR and could result in direct or indirect impacts on BUOW:

- 40 Acre Riding Trail Installation – Although uncommon in the area, construction activities could cause injury or mortality to BUOW and degrade habitat or damage their burrows. Disturbance of approximately 4.8 acres of potential habitat is anticipated including central coast dune scrub as shown in Table 7-2.

- Trash Exclosure at Post 2 & Beach Trash Management - Although uncommon in the area, construction activities could cause injury or mortality to BUOW or damage their burrows. Disturbance of approximately 0.062 acre of potential habitat is anticipated including active interior dune/open space as shown in Table 7-2.

With implementation of State Park's standard practices and policies, wildlife management programs, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat) and **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), impacts to BUOW would be ***less than significant***.

Mitigation Measures: Implement Mitigation Measures 7-1 and 7-3.

Nesting and Wintering/Migratory Birds

Impact 7-5 Direct and Indirect Impacts on Nesting and Wintering/Migrating Birds

Nesting birds could occur anywhere throughout the PWP planning area and could be impacted by construction activities, or other routine maintenance and Park upkeep activities that involved habitat impacts which could cause injury, mortality, and disturbance to nesting birds, their young, and their habitat.

These impacts could be potentially significant; however, State Parks would implement **Mitigation Measure 7-4** (Preconstruction Nesting Bird Surveys, Avoidance, and Monitoring), and as part of State Park's standard practices and policies, wildlife

management programs, and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat), this impact would be ***less than significant***.

Mitigation Measure 7-4: Preconstruction Nesting Bird Surveys, Avoidance, and Monitoring

To the extent possible, project activities that could result in impacts to nesting birds as a result of noise or habitat removal will be scheduled to occur outside of the bird breeding season (March 1 to August 31). Any work that cannot be avoided during the bird breeding season that requires disturbance of vegetation suitable for nesting, or results in an increase in noise or other disturbance that could cause nest failure, will require prior approval from a DPR-approved biologist; and a nesting bird survey within 5 days of commencement of work will be required in and around the project area. Actively nesting birds will be protected with a no disturbance buffer to be determined by the DPR-approved biologist to ensure that project activities do not result in nest failure, and a biological monitor may be required to be onsite to monitor active nests as determined by the DPR-approved biologist.

State Park's PWP projects would not result in injury or mortality of foraging/migratory birds. PWP projects could result in temporary disturbance of foraging or roosting wintering/migratory birds. Specifically, individuals or flocks could be displaced from foraging or roosting habitat during the period of disturbance and/or could be deterred from foraging or roosting during the period of disturbance. However, most activities would be temporary and short in duration. Furthermore, the footprint of any PWP project is small compared to the overall presence of natural habitat in the park, and therefore abundant suitable foraging and roosting habitat would be present away from any construction activities. Additionally, **Mitigation Measure 7-1** would restore foraging and roosting habitat. As a result, impacts to foraging/migratory birds would be ***less than significant***.

Mitigation Measures: Implement Mitigation Measures 7-1 and 7-4

American Badger

The following proposed Development Projects would occur in areas of limited suitable habitat where American badger is not likely to occur and would have ***no impact***:

- Park Corporation Yard Improvement Project;
- Oceano Campground Infrastructure Improvement Project;
- Pier and Grand Avenue Entrances and Lifeguard Towers;
- North Beach Campground Facility Improvements Project;
- Butterfly Grove Public Access Project.

Impact 7-6 Direct and Indirect Impacts on American Badger

The following proposed Development Projects could result in direct or indirect impacts on American badger; however, it is unlikely as American badgers and/or badger dens have never been observed within the areas open to motorized recreation and tracks have only been observed once in April 2019:

- Oso Flaco (Initial and Future) Improvement Project and Pismo State Beach Boardwalk Project – American badger habitat is present and tracks were observed in the open riding area within and near BBQ flats and adjacent vegetation islands. Therefore, construction activities could result in disturbance to American badger and ultimately result in burrow abandonment and relocation; however, this is unlikely. For the Oso Flaco Improvement Project, disturbance of approximately 9.398 acres of suitable, but unlikely habitat, is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, dune swale, foredunes, freshwater lake, riparian, wetland, and woodlands as shown in Table 7-1. If OHV Access Trail Option 1 were approved, additional disturbance of up to 0.734 acre of potential habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, riparian, and wetland as shown in Table 7-1. If OHV Access Trail Option 2 were approved, additional disturbance of up to 0.659 acre of potential habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, freshwater lake, and riparian as shown in Table 7-1. For the Pismo State Beach Boardwalk Project, disturbance of approximately 8.737 acres of suitable, but unlikely habitat, is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, foredunes, and woodland as shown in Table 7-1.

- Phillips 66/Southern Entrance Project - No site-specific habitat mapping or surveys have been conducted and this assessment is based on aerial photograph interpretation only. Quantification of habitat would have to take place once mapping has been conducted and the conceptual design has moved forward. The project is included here at the program level only and is expected to support American badger habitat.

Because the potential for American badgers is low and with the implementation of **Mitigation Measure 7-3** (Preconstruction Surveys for Special-status Species, Avoidance or Relocation, and Monitoring), this impact would be ***less than significant***.

The following Small Development Projects were analyzed in the HCP EIR and would occur outside of American badger suitable habitat or outside of areas where badger tracks have been observed and would have ***no impact*** on this species:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation;
- Replacement of Safety & Education Center;
- Oso Flaco Boardwalk Replacement.

The following other Small Development Projects not analyzed in the HCP EIR would also occur outside of American badger suitable habitat or outside of areas where badger tracks have been observed and would have ***no impact*** on this species:

- 40 Acre Riding Trail Installation;
- Oceano Campground Campfire Center Replacement Project;
- Trash Exclosure at Post 2 & Beach Trash Management.

Mitigation Measures: Implement Mitigation Measure 7-3.

Plants

The following proposed Development Projects would not occur within suitable special-status plant habitat and would have ***no impact***:

- Park Corporation Yard Improvement Project;
- Oceano Campground Infrastructure Improvement Project;
- North Beach Campground Facility Improvements Project;
- Butterfly Grove Public Access Project.

Impact 7-7 Direct and Indirect Impacts on Special-Status Plants

The following proposed Development Projects could result in impacts on special-status plants:

- Oso Flaco (Initial and Future) Improvement Project – This project occurs in areas where rare plants, including Gambel's watercress, marsh sandwort, red sand verbena, La Graciosa thistle, Blochman's leafy daisy, suffrutescent wallflower, fuzzy prickly phlox, crisp monardella, San Luis Obispo monardella, and/or California spineflower have previously been documented. Special-status plants could be crushed or removed during construction if present within the construction footprint. Disturbance of approximately 9.398 acres of habitat would be impacted by the project including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, dune swale, foredunes, freshwater lake, riparian, wetland, and woodlands. If OHV Access Trail Option 1 were approved, additional disturbance of up to 0.734 acre of potential habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, riparian, and wetland as shown in Table 7-1. If OHV Access Trail Option 2 were approved, additional disturbance of up to 0.659 acre of potential habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, freshwater lake, and riparian as shown in Table 7-1. While the entire area may not be suitable for special-status plants, the full acreage is included here for a conservative approach, which includes all natural habitat in the Oso Flaco project area.
- Pier and Grand Avenue Entrances and Lifeguard Towers – The habitats adjacent to these project areas could support CNPS list 4 plants. Construction activities could cause damage or cause mortality and degrade and/or remove suitable adjacent habitat. These projects include replacement of existing facilities within the same footprint and no habitat impacts are anticipated.
- Pismo State Beach Boardwalk Project – This project occurs in areas where rare plants, including red sand verbena, La Graciosa thistle, Blochman's leafy daisy, suffrutescent wallflower, fuzzy prickly phlox, crisp monardella, San Luis Obispo monardella, and/or California spineflower have been found. Special-status plants could be crushed or removed during construction if present within the construction footprint. Disturbance of approximately 8.737 acres of habitat would be impacted by the project including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, foredunes, and woodlands. While the entire area may not be suitable for special-status plants, the full acreage is included here for a conservative approach.

- Phillips 66/Southern Entrance Project - The site is known to support numerous occurrences of Nipomo lupine, a species federally listed as endangered and is also known to support other special-status plant species. Special-status plants could be crushed or removed during construction if present in the construction footprint. Nipomo lupine is a covered species in the HCP, but take at this site is not included in the current HCP. No habitat assessment or site-specific surveys have been conducted at the Philipps 66 site. The project is included here at the program level only to disclose potential impacts. The known presence of special-status plants was taken into consideration during development of the conceptual design for the project included in Volume 1. State Parks continues to work with CDFW to develop sustainable potential solutions for the Philipps 66 site. The project is included here to disclose a known potential impact. However, the true extent and intensity of any impact on special-status plant species cannot be determined at this time.

These impacts could be potentially significant; however, as part of its standard practices and policies, State Parks would conduct a survey for special-status plant species prior to the start of construction during the appropriate phenological period, if determined to be necessary by a State Parks Environmental Scientist (CDPR 2004). Additionally, State Parks would implement HCP Plants AMMs 1-38. Any special-status plant species found would be flagged and/or fenced off and avoided during construction. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. State Parks would also implement **Mitigation Measure 7-1**, which would require restoration and compensation for natural vegetation loss. For any take of federally or state listed plants are that is unavoidable, State Parks would seek coverage under the HCP and the Natural Community Conservation Plan (NCCP). With implementation of these standard practices and measures, impacts on special-status plants would be ***less than significant***.

The following other Small Development Project was analyzed in the HCP EIR and would occur outside suitable special-status plant habitat and would have ***no impact*** on these species:

- Replacement of Safety & Education Center;

The following Small Development Projects were analyzed in the HCP EIR and would occur in special-status plant suitable habitat:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation – Installing the seasonal floating bridge should reduce the pedestrian impact on Pismo Creek by reducing erosion and providing an alternative to walking through the mouth of the creek. As a result, overall impacts to special-status plants in the area and their habitat would be ***beneficial***. Although unlikely, La Graciosa thistle and red sand verbena have the potential to occur along the Pismo Creek estuary. Construction activities could result in the damage or mortality of individual special-status plants and/or seed bank, if they are present in the work area. Construction activities and/or pedestrian traffic across the bridge—once it is operational—could introduce invasive weeds to the area, which could outcompete special-status plant species.

- Oso Flaco Boardwalk Replacement - Replacement of the boardwalk occurs where special-status plants are known to occur, including Gambel's watercress and marsh sandwort. Construction activities could result in the damage or mortality of individual special-status plants if they are present in the work area.

These impacts could be potentially significant; however, as part of its standard practices and policies, State Parks would conduct a survey for special-status plant species prior to the start of construction during the appropriate phenological period, if determined to be necessary by a State Park Environmental Scientist (CDPR 2004). Any special-status plant species found would be flagged and/or fenced off and avoided during construction. Trails open to vehicles will be sited with adequate buffers from any known occurrences of special-status plants and select segments could also be fenced to protect populations from driving or trampling by park visitors. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. For any take of federally or state listed plants are that is unavoidable, State Parks would seek coverage under the HCP and NCCP. Along with these measures and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat), impacts on special-status plants would be ***less than significant***.

The following other Small Development Projects not analyzed in the HCP EIR would also occur outside of special-status plants suitable habitat and would have ***no impact***:

- Oceano Campground Campfire Center Replacement Project;
- Trash Exclosure at Post 2 & Beach Trash Management.

The following Small Development Project was not fully analyzed in the HCP EIR and would occur in special-status plant suitable habitat:

- 40 Acre Riding Trail Installation – The 40 Acre area includes potentially suitable habitat for special-status plant species coastal goosefoot, Blochman's leafy daisy, suffrutescent wallflower, fuzzy prickly phlox, crisp monardella, San Luis Obispo monardella, California spineflower, and Blochman's groundsel. Construction activities could result in mechanical or physical removal of vegetation and modification of the seed bank due to grading and/or excavation. Also, construction activities and/or motorized vehicle traffic on the trail once it is operational could introduce invasive weeds to the area, which could outcompete special-status plant species. Disturbance of approximately 4.80 acres of habitat would be impacted by the project including central coast dune scrub. While the entire area may not be suitable for special-status plants, the full acreage is included here for a conservative approach.

These impacts could be potentially significant; however, as part of its standard practices and policies, State Parks would conduct a survey for special-status plant species prior to the start of construction during the appropriate phenological period, if determined to be necessary by a State Park Environmental Scientist (CDPR 2004). Any special-status plant species found would be flagged and/or fenced off and avoided during construction. Trails open to vehicles will be sited with adequate buffers from any known occurrences of special-status plants and select segments could also be fenced to protect populations from driving or trampling by park visitors. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. For any take of federally or state listed plants are that is unavoidable, State Parks would seek coverage under the HCP and NCCP. Along with these measures and implementation of **Mitigation Measure 7-1** (Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat), impacts on special-status plants would be ***less than significant***.

Mitigation Measures: Implement Mitigation Measure 7-1.

7.3.2 Riparian and other Sensitive Natural Communities/Environmentally Sensitive Habitat Areas (ESHA)

7.3.2.1 Impacts on Riparian and other Sensitive Habitats/ESHA from Proposed PWP Implementation

Impacts from Park management activities could include impacts on riparian and/or other sensitive natural communities that also qualify as ESHA under the California Coastal Act. However, State Parks would continue to implement their standard practices and AMMs currently in place for existing and future management activities. These AMMs can be found in the HCP EIR Appendix B (CDPR 2020). Besides negative impacts to these sensitive habitats, there are also beneficial effects due to State Park's ongoing standard practices and AMMs, including surveys, restoration work, and monitoring. Therefore, impacts to riparian and other sensitive habitats/ESHAs from existing park activities would be ***less than significant***.

7.3.2.2 Impacts on Riparian and other Sensitive Natural Communities/ESHA from Development Projects

The following proposed Development Projects would not occur within riparian or other sensitive natural communities/ESHAs and would have ***no impact***:

- North Beach Campground Facility Improvements Project;
- Butterfly Grove Public Access Project. The woodland habitat at this site is ESHA and will not be impacted by the project. The native coastal scrub garden at this site has been planted by volunteers and is not considered a sensitive natural community or ESHA in the intent of the law. However, any plantings that would be removed as a result of project implementation would be compensated for by planting of native vegetation at the site. Thus, the project would not result in a net loss of native vegetation, sensitive natural communities, or ESHA and there would be no impact.

Impact 7-8 Direct and Indirect Impacts on Riparian and other Sensitive Natural Communities/ESHA

The following proposed Development Projects would occur within riparian or other sensitive natural communities/ESHA:

- Oso Flaco (Initial and Future) Improvement Project – The project area contains sensitive natural communities, including, but not limited to central dune scrub, central foredunes, wetlands, and riparian woodland habitat. These communities would also be considered ESHA, including riparian woodland, freshwater lakes, sand dunes, and wetlands are also present within or adjacent to the project areas. Construction and use of these projects could directly and indirectly affect sensitive natural communities/ESHA in the project area by removing vegetation within these communities, creating erosion, and/or introducing non-native, invasive species. Disturbance of approximately 9.398 acres of potentially sensitive habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, dune swale, foredunes, freshwater lake, riparian, wetland, and woodlands as shown in Table 7-1. If OHV Access Trail Option 1 were approved, additional disturbance of up to 0.734 acre of potentially sensitive habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle

thicket, central coast dune scrub, riparian, and wetland as shown in Table 7-1. If OHV Access Trail Option 2 were approved, additional disturbance of up to 0.659 acre of potential habitat is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, freshwater lake, and riparian as shown in Table 7-1. While the entire area may not be suitable for sensitive habitat, the full acreage is included here for a conservative approach, which includes all natural habitat in the Oso Flaco project area. The Oso Flaco (Initial and Future) Improvement Project also includes installation of a up to 300-foot wide riparian buffer and extensive planting of native vegetation throughout the project area, resulting in a net gain of riparian habitat in the area. Thus, the project would create up to 24.22 acres of sensitive natural communities/ESHA.

- Park Corporation Yard Improvement Project – The Park Corporation Yard is currently fully developed; however, a small area of riparian habitat exists within the project boundary that could be impacted (0.542 acre) if avoidance is not possible. A new access road would require removal of existing riparian vegetation, along with the installation of a bridge over the adjacent creek. Disturbance to riparian vegetation for the new access road of approximately 0.708 acre is anticipated as shown in Table 7-1.

- Oceano Campground Infrastructure Improvement Project – A small amount of riparian habitat (0.148 acre) is within the boundary of this project and could potentially be impacted if avoidance is not possible as shown in Table 7-1.

- Pier and Grand Avenue Entrances and Lifeguard Towers Project – Central coast dune scrub occurs in the adjacent area around the lifeguard towers and is considered ESHA. This habitat could be impacted if construction activities were to exceed the project boundaries.

- Pismo State Beach Boardwalk Project – The project area contains sensitive natural communities and ESHA. Disturbance of approximately 8.737 acres of potentially sensitive natural communities, which also qualify as ESHA, is anticipated including active interior dune/open space, arroyo willow/wax myrtle thicket, central coast dune scrub, foredunes, and woodlands as shown in Table 7-1. However, much of the central coast dune scrub is degraded by European beachgrass and therefore this impact analysis is conservative.

- Phillips 66/Southern Entrance Project – The project area contains adjacent riparian habitat. No habitat assessment or site-specific surveys have been conducted at the Philipps 66 site. The project is included here at the program level only to disclose potential impacts. The known presence of riparian and sensitive natural communities/ESHA was taken into consideration during development of the conceptual design for the project included in Volume 1. State Parks continues to work with CDFW to develop sustainable potential solutions for the Philipps 66 site. The project is included here to disclose a known potential impact. However, the true extent and intensity of any impact on special-status plant species cannot be determined at this time.

These impacts could be potentially significant; however, as part of State Parks' standard practices and policies, impacts to sensitive natural communities would be avoided to the extent feasible and these areas would be excluded from construction with flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Additionally, State Parks would implement **Mitigation Measure 7-1**, which would restore and/or mitigate for loss of sensitive natural

communities/ESHA. State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. State Parks would obtain any necessary permits, such as a Lake and Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW), for impacts to jurisdictional resources such as riparian habitat. Additionally, extensive restoration of riparian habitat and other natural vegetation will occur at the Oso Flaco Improvement Project resulting in a net gain of sensitive natural communities/ESHA of up to 24.22 acres, which would be a ***beneficial impact***. As a result, effects on sensitive natural communities/ESHA would be ***less than significant***.

The following Small Development Projects were analyzed in the HCP EIR and would occur outside of riparian or other sensitive natural communities/ESHAs beyond impacts to jurisdictional waters (described below) and would have ***no impact***:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation;
- Oso Flaco Boardwalk Replacement.

The following Small Development Project was analyzed in the HCP EIR and would occur within riparian or other sensitive natural communities/ESHAs:

- *Replacement of Safety and Education Center* – This project would occur within open sand areas within SNPL critical habitat and directly adjacent to Pavilion Hill which is critical habitat for La Graciosa thistle. Replacement of the safety and education center would occur in the same location; therefore, new permanent impacts from this activity would not occur.

These impacts could be potentially significant; however, as part of their standard practices and policies, State Parks would avoid impacts to sensitive habitats to the extent feasible and exclude these areas from construction with flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Additionally, State Parks would implement **Mitigation Measure 7-1**, which would restore and/or mitigate for loss of natural vegetation communities including those that qualify as sensitive natural communities/ESHA. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. As a result, effects on sensitive natural communities would be ***less than significant***.

The following other Small Development Projects <u>not</u> analyzed in the HCP EIR would also occur outside of riparian or other sensitive natural communities/ESHA and would have ***no impact***:

- Oceano Campground Campfire Center Replacement Project;
- Trash Exclosure at Post 2 & Beach Trash Management.

The following Small Development Project was <u>not</u> fully analyzed in the HCP EIR and would occur within riparian or other sensitive natural communities/ESHAs:

- 40 Acre Riding Trail Installation – The 40 Acres is an area that was planted by State Parks with native vegetation for dune stabilization to prevent erosion and to prevent sand from blowing into adjacent Park infrastructure such as the Oso Flaco

Boardwalk. The area is currently closed to motorized recreation. This project would remove vegetation in the silver bush lupine – mock heather dune scrub vegetation alliance, which occurs in Central Coast Dune Scrub, a CDFW listed sensitive natural community and considered ESHA for the purpose of this Draft EIR. Construction of the trail would directly affect dune vegetation by removal and could indirectly affect vegetation outside the trail footprint. This could result in altered growth or reduced seed set of vegetation, damage to underground root structures, or direct disturbance or modification, which may cause an increase in invasive weed cover. Additionally, establishing a trail in the 40 Acres site could increase wind-blown sand that eventually covers native vegetation adjacent to the trail. Disturbance of approximately 4.8 acres of natural vegetation is anticipated.

These impacts could be potentially significant; however, as part of their standard practices and policies, State Parks would avoid impacts to sensitive habitats to the extent feasible and exclude these areas from construction with flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Additionally, State Parks would implement **Mitigation Measure 7-1**, which would restore and/or mitigate for loss of natural vegetation communities including those that qualify as sensitive natural communities/ESHA. In addition, State Parks will also continue to provide educational content to workers and pedestrians in the area, which includes information on what they can do to prevent introducing invasive species. As a result, effects on sensitive natural communities would be ***less than significant***.

Mitigation Measures: Implement Mitigation Measure 7-1.

7.3.3 Wetlands and Other Waters of the US (CWA Section 404)/ Coastal Wetlands

7.3.3.1 Impacts on Wetlands and other Waters of the US/Coastal Wetlands from Proposed PWP Implementation

Impacts from park management activities associated with PWP implementation could include impacts on wetlands and/or wetland vegetation alliances, Waters of the US (WUS), and wetlands as defined by the Coastal Commission and USFWS. However, State Parks would continue to implement their standard practices and AMMs currently in place for existing and future management activities. These AMMs can be found in the HCP EIR Appendix B (CDPR 2020). Besides negative impacts to wetlands and WUS, there are also beneficial effects due to State Park's ongoing standard practices and AMMs, including surveys, restoration work, and monitoring. Therefore, impacts to wetlands, wetland vegetation alliances, and WUS from existing park activities would be ***less than significant***.

7.3.3.2 Impacts on Wetlands/WUS from Development Projects

The following proposed Development Projects would not occur within wetlands, wetland vegetation alliances, or WUS and would have ***no impact***:

- Pier and Grand Avenue Entrances and Lifeguard Towers Project;
- Butterfly Grove Public Access Project.

Impact 7-9 Direct and Indirect Impacts on Wetlands/WUS

The following proposed Development Projects would occur within areas containing wetlands and/or wetland vegetation alliances, WUS, and wetlands as defined by the Coastal Commission and USFWS:

- Oso Flaco (Initial and Future) Improvement Project – The project area contains wetlands and wetland vegetation alliances and WUS within and adjacent to the project footprint that could be impacted by construction activities. Disturbance of approximately 6.675 acres of potential wetlands and/or wetland vegetation alliances is anticipated including arroyo willow/wax myrtle thicket, dune swale, foredunes, freshwater lake, riparian, and wetland as shown in Table 7-1. While the entire area may not be suitable for wetlands, WUS, and/or wetland vegetation alliances, the full acreage is included here for a conservative approach.

- Park Corporation Yard Improvement Project – Although there are no mapped wetlands within the Park Corporation Yard, there is approximately 0.180 acre of arroyo willow/wax myrtle thicket and 0.542 acre of riparian habitat that may be disturbed if avoidance is not feasible. These habitats may qualify as wetlands under the Coastal Commission's "one parameter definition" (California Code of Regulations Title 14 (14 CCR)) and/or USFWS definition, which states that wetlands have one or more of the three wetland attributes (e.g. supports hydrophytic plants, hydric soil, and/or covered by water at some time during the year). The proposed new access road from the yard to the beach with a new bridge crossing Meadow Creek is anticipated to disturb approximately 0.008 acre of arroyo willow/wax myrtle thicket and 0.708 acre of riparian habitat, which may qualify as wetlands under the Coastal Commission and USFWS. Impacts to riparian vegetation are addressed above under sensitive natural communities/ESHA.

- Oceano Campground Infrastructure Improvement Project – The project area contains approximately 0.148 acre of riparian vegetation and adjacent vegetation and/or soils that may qualify as wetlands under the Coastal Commission's "one parameter definition" (California Code of Regulations Title 14 (14 CCR)) and/or USFWS definition as described above.

- North Beach Campground Facility Improvements Project – The project area is within disturbed/developed land; however, adjacent wetland vegetation could be impacted if encroached upon by construction activities.

- Pismo State Beach Boardwalk Project – The project area contains wetland vegetation alliances that would be impacted by construction. Disturbance of approximately 3.101 acres of potential wetland vegetation alliances is anticipated including arroyo willow/wax myrtle thicket and foredunes as shown in Table 7-1. While the entire area may not be suitable for wetland vegetation alliances, the full acreage is included here for a conservative approach.

- Phillips 66/Southern Entrance Project – The site supports wetlands and wetland vegetation alliances in the vegetated islands, the foredunes, and the backdunes that could be impacted by construction and development activities. No habitat assessment or site-specific surveys have been conducted at the Philipps 66 site. The project is included here at the program level only to disclose potential impacts. The known presence of wetlands and wetland vegetation was taken into consideration during development of the conceptual design for the project included in Volume 1. State Parks continues to work with

CDFW to develop sustainable potential solutions for the Philipps 66 site. The project is included here to disclose a known potential impact. However, the true extent and intensity of any impact on wetlands and wetland vegetation cannot be determined at this time.

These impacts could be potentially significant; however, as part of their standard practices and project planning, State Parks would avoid impacts to wetlands and/or wetland vegetation alliances, WUS, and wetlands as defined by the Coastal Commission and USFWS to the extent feasible and exclude these areas from all development and construction activities with a minimum of 25-foot buffers (or less depending on site constraints), which may include flagging and/or fencing. State Parks standard practices are to implement buffers around wetlands for all construction activities. Buffers vary from 25 feet for small wetlands, to over 100 feet from major areas. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Where wetlands cannot be avoided, State Parks will conduct a wetland delineation to determine the exact acreage that will be impacted by project activities. Additionally, State Parks would implement **Mitigation Measure 7-1**, which would restore and/or mitigate for natural vegetation communities, and would also include any wetland communities. State Parks would obtain any necessary permits, including a Clean Water Act (CWA) Section 404 permit from the US Army Corps of Engineers, CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Lake and Streambed Alteration Agreement from CDFW for any project that would require such permits, and would comply with all permit conditions during project implementation, including any specification related to wetland/WUS replacement, as applicable. As a result, effects on wetlands/wetland alliances and other WUS would be ***less than significant***.

The following Small Development Project was analyzed in the HCP EIR and would occur outside of wetlands, wetland vegetation alliances, and other WUS, and would have ***no impact***:

- Replacement of the Safety and Education Center.

The following Small Development Projects were analyzed in the HCP EIR and would occur within wetlands, wetland vegetation alliances, and other WUS:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation – The project would be over WUS and would require permits.

- Oso Flaco Boardwalk Replacement Project – The project would replace the existing boardwalk and would be in or near the same footprint. Construction activities could cause temporary impacts to water quality and wetland vegetation alliances. The HCP includes the loss of up to 1.5 acres of aquatic habitat for the boardwalk replacement.

These impacts could be potentially significant; however, as part of their standard practices and project planning, State Parks would avoid impacts to wetlands to the extent feasible and exclude these areas from all development and construction activities with a minimum of 25-foot buffers (or less depending on site constraints), which may include flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Where wetlands cannot be avoided, State Parks will conduct a wetland delineation to determine the exact acreage that will be impacted by project activities. Additionally, State Parks would implement **Mitigation Measure 7-1**, which would

restore and/or mitigate for natural vegetation communities. Also, State Parks would obtain any necessary permits, including a Clean Water Act (CWA) Section 404 permit from the US Army Corps of Engineers and CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board and a Lake and Streambed Alteration Agreement from CDFW if applicable, and would comply with all permit conditions during project implementation, including any specification related to wetland/WUS replacement, as applicable. As a result, effects on wetlands/wetland alliances and other WUS would be ***less than significant***.

The following Small Development Projects not analyzed in the HCP EIR would also occur outside of wetlands, wetland vegetation alliances, and WUS, and would have ***no impact***:

- 40 Acre Riding Trail Installation;
- Trash Exclosure at Post 2 & Beach Trash Management.

The following Small Development Project not analyzed in the HCP EIR could occur within areas containing wetlands and/or wetland vegetation alliances, WUS, and wetlands as defined by the Coastal Commission and USFWS:

- Oceano Campground Campfire Center Replacement Project – Although no mapped wetlands within the campground area, disturbance of approximately 0.148 acre of riparian habitat is anticipated if avoidance is not feasible. These habitats may qualify as wetlands under the Coastal Commission's "one parameter definition" (California Code of Regulations Title 14 (14 CCR)) and/or USFWS definition, which states that wetlands have one or more of the three wetland attributes (e.g. supports hydrophytic plants, hydric soil, and/or covered by water at some time during the year).

These impacts could be potentially significant; however, as part of their standard practices and project planning, State Parks would avoid impacts to wetlands to the extent feasible and exclude these areas from all development and construction activities with a minimum of 25-foot buffers (or less depending on site constraints), which may include flagging and fencing. State Parks would also implement BMPs during construction activities, as necessary, to reduce impacts. These BMPs could include fencing off adjacent areas, erosion control, and/or biological monitoring. Where wetlands cannot be avoided, State Parks will conduct a wetland delineation to determine the exact acreage that will be impacted by project activities. Additionally, State Parks would implement **Mitigation Measure 7-1**, which would restore and/or mitigate for natural vegetation communities. Also, State Parks would obtain any necessary permits, including a Clean Water Act (CWA) Section 404 permit from the US Army Corps of Engineers and CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board and a Lake and Streambed Alteration Agreement from CDFW if applicable, and would comply with all permit conditions during project implementation, including any specification related to wetland/WUS replacement, as applicable. As a result, effects on wetlands/wetland alliances and other WUS would be ***less than significant***.

Mitigation Measures: Implement Mitigation Measure 7-1.

7.3.4 Wildlife Movement

7.3.4.1 Impacts on Wildlife Movement from Proposed PWP Implementation

Impacts on wildlife movement from existing park activities could disturb wildlife and disrupt their movements; however, wildlife would be habituated to the current existing conditions. State Parks would continue to implement their standard practices and AMMs currently in place for existing and future management activities. Besides negative impacts to wildlife movement, there are also beneficial effects due to State Park's ongoing standard practices and AMMs, such as surveying, habitat restoration, and monitoring. Therefore, impacts to wildlife movement from existing park activities would be ***less than significant***.

7.3.4.2 Impacts on Wildlife Movement from Development Projects

The following proposed Development Projects would not occur within a wildlife movement area and would have ***no impact***:

- Oceano Campground Infrastructure Improvement Project;
- Pier and Grand Avenue Entrances and Lifeguard Towers Project;
- North Beach Campground Facility Improvements Project.

Impact 7-10 Impacts on Wildlife Movement

The following proposed Development Projects could temporarily disrupt wildlife movement during project construction:

- Oso Flaco (Initial and Future) Improvement Project;
- Park Corporation Yard Improvement Project (bridge over Meadow Creek);
- Butterfly Grove Public Access Project;
- Pismo State Beach Boardwalk Project;
- Phillips 66/Southern Entrance Project.

Impacts would be temporary during construction and would not be expected to result in new permanent wildlife barriers. The projects would occur in areas of ample open space/natural communities and any wildlife would be able to pass through the area even during construction. As a result, effects on wildlife movement would be ***less than significant***.

The following Small Development Project was analyzed in the HCP EIR and would have ***no impact*** to wildlife movement:

- Replacement of the Safety and Education Center.

The following Small Development Projects were analyzed in the HCP EIR and could impact wildlife movement:

- *Pismo Creek Estuary Seasonal (Floating) Bridge Installation* – The bridge could inhibit fish movement, especially during low flows when water levels in the estuary are low.

The bridge would be designed to allow movement of all fish species, as well as an exchange of fresh and saltwater by constructing the interlocking pieces of the bridge with wide openings. In addition, if water levels are so low that the bridge is not allowing the free movement of fish, the bridge would be removed until there is sufficient water to allow the bridge to float. As a result, wildlife movement impacts associated with the floating bridge would be ***less than significant***.

- Oso Flaco Boardwalk Replacement – During construction and boardwalk replacement, wildlife could be temporarily deterred from moving through the area.

Construction impacts would be temporary and the new structure would be located in the same alignment at its current location; therefore, no new wildlife barriers would be constructed and the impact is ***less than significant***.

The following other Small Development Projects not analyzed in the HCP EIR would not impede wildlife movement and would have ***no impact***:

- Oceano Campground Campfire Center Replacement Project.
- Trash Exclosure at Post 2 & Beach Trash Management.

The following Small Development Project not fully analyzed in the HCP EIR could impact wildlife movement:

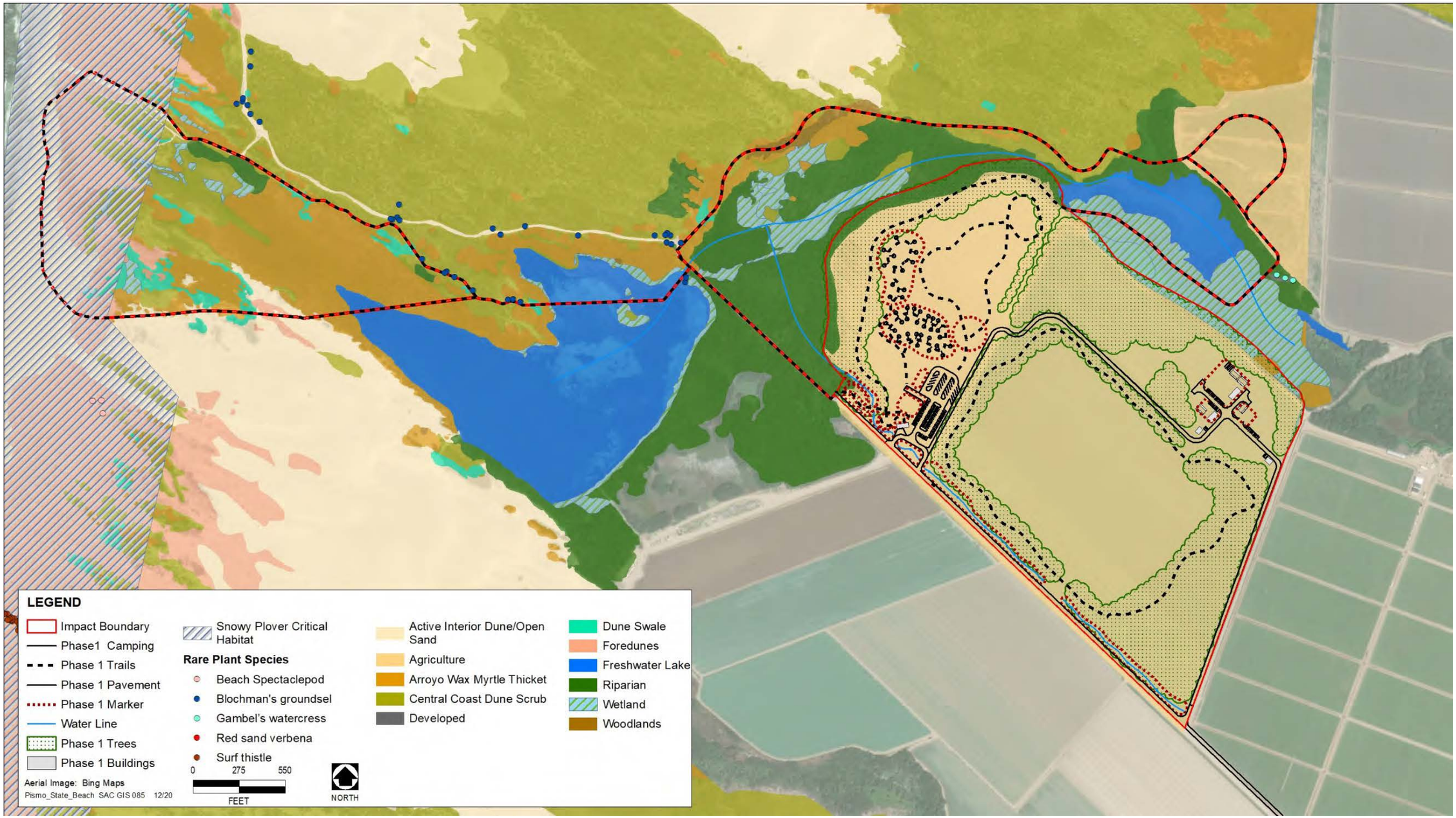
- 40 Acre Riding Trail Installation – Trail development would enable riding in this area that is presently closed. Recreational use of the trail would create temporary human presence. As a result, wildlife could be deterred from moving through the area at times when recreation is high or during trail development.

No barriers or impediment to wildlife movement would occur with this small development project. The project would occur in areas of ample open space/natural communities and any wildlife would be able to pass through the area during construction and operation; therefore, the impact would be ***less than significant***.

Mitigation Measures: No mitigation required.

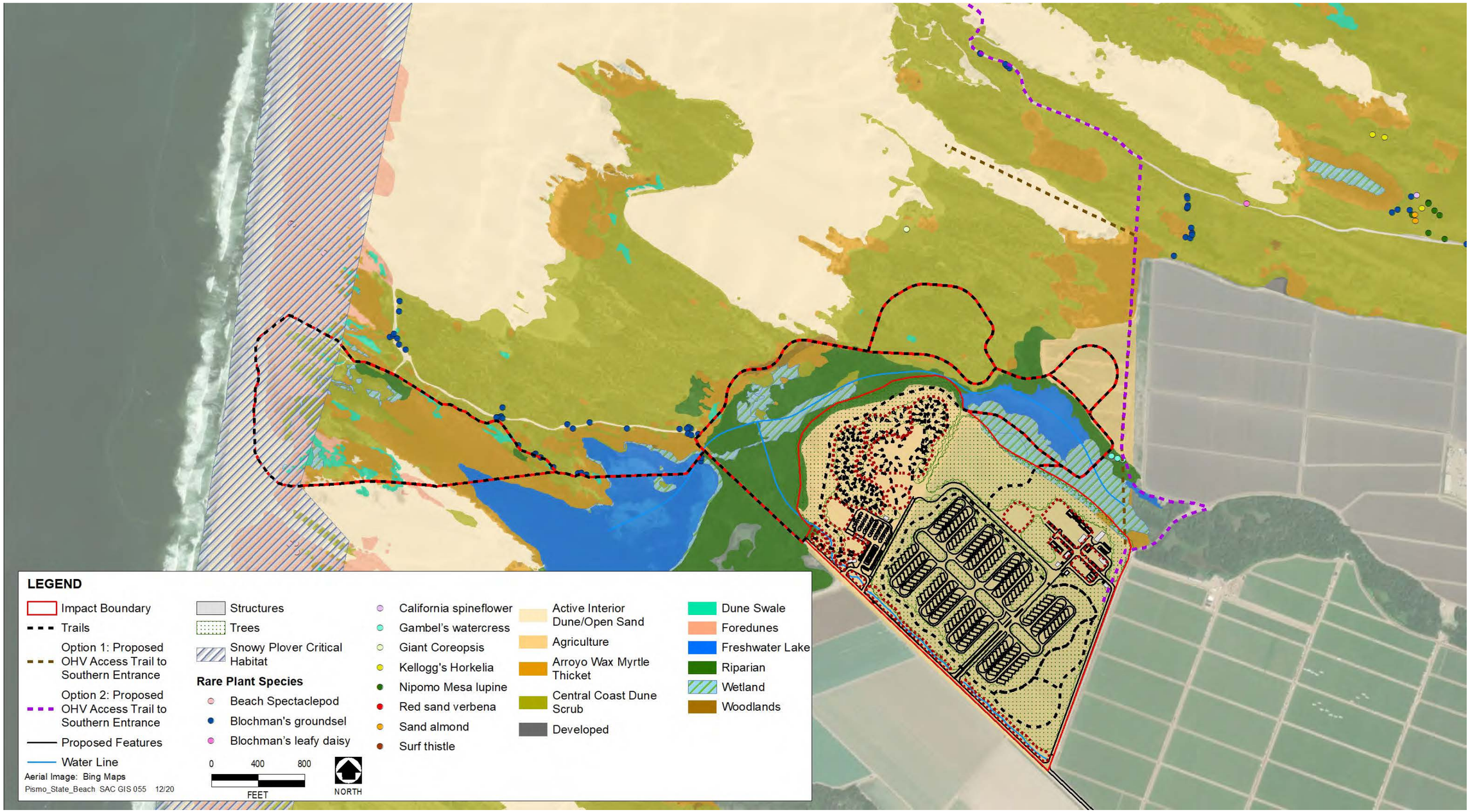
7.4 Cumulative Effects

The proposed PWP and other projects evaluated for cumulative effects within the regional geographic area as discussed in Chapter 3 of this EIR underwent CEQA review and include design features, avoidance and minimization measures, and mitigation to reduce impacts to biological resources. Resource agency permits from USACE, RWQCB, and CDFW will be required for applicable resource impacts and will include additional mitigation and compensation than what is included in this EIR if deemed necessary. Therefore, implementation of the PWP and other projects analyzed will have ***less than significant*** impact on cumulative effects to biological resources. The PWP will enhance natural habitat and have a ***beneficial impact*** through restoration and revegetation projects throughout the Parks, which will benefit biological resources within the regional geographic area.



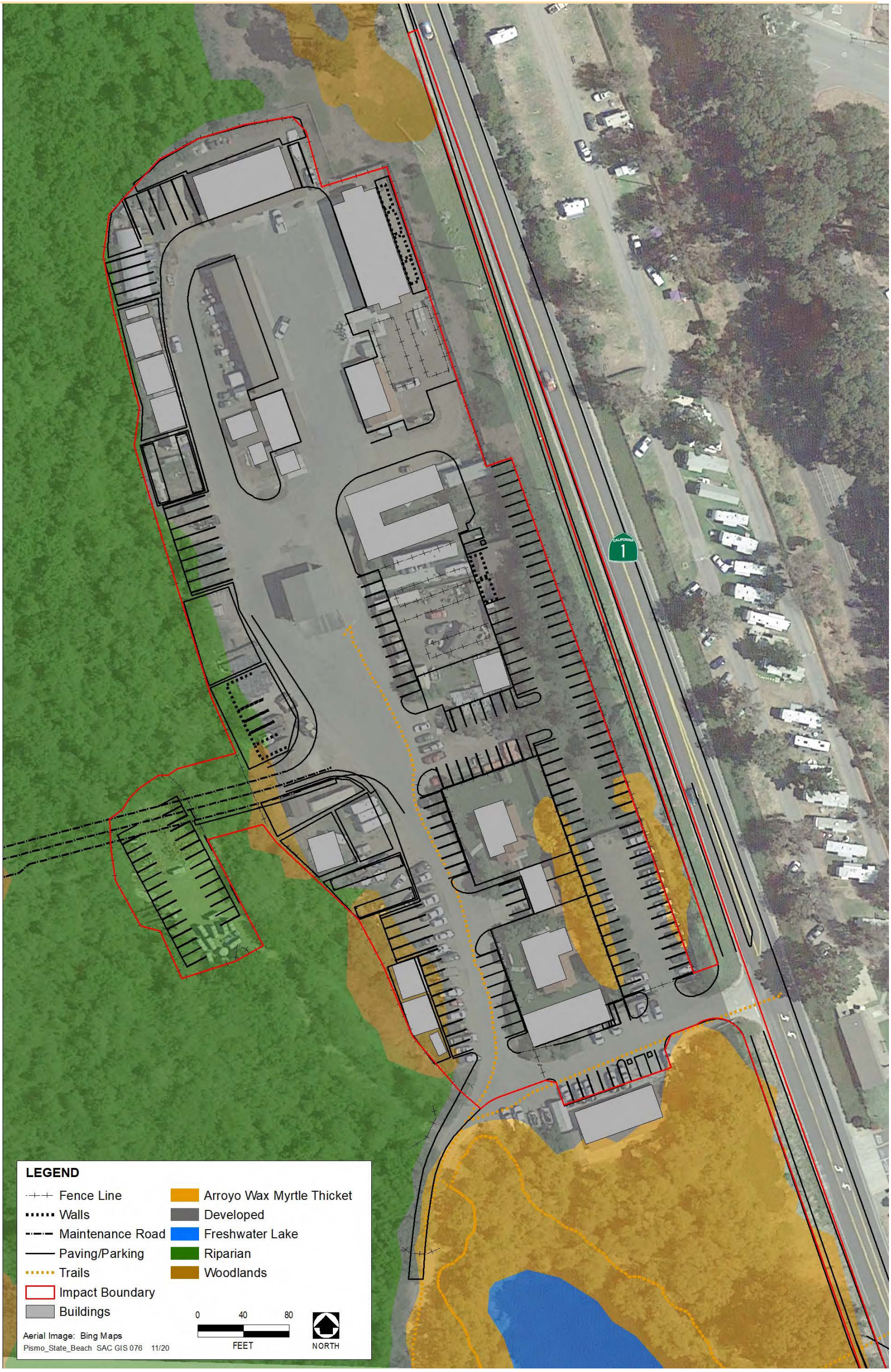
Source: AECOM 2020

Figure 7-1: Oso Flaco (Initial) Improvement Project



Source: AECOM 2020

Figure 7-2: Oso Flaco (Future) Improvement Project

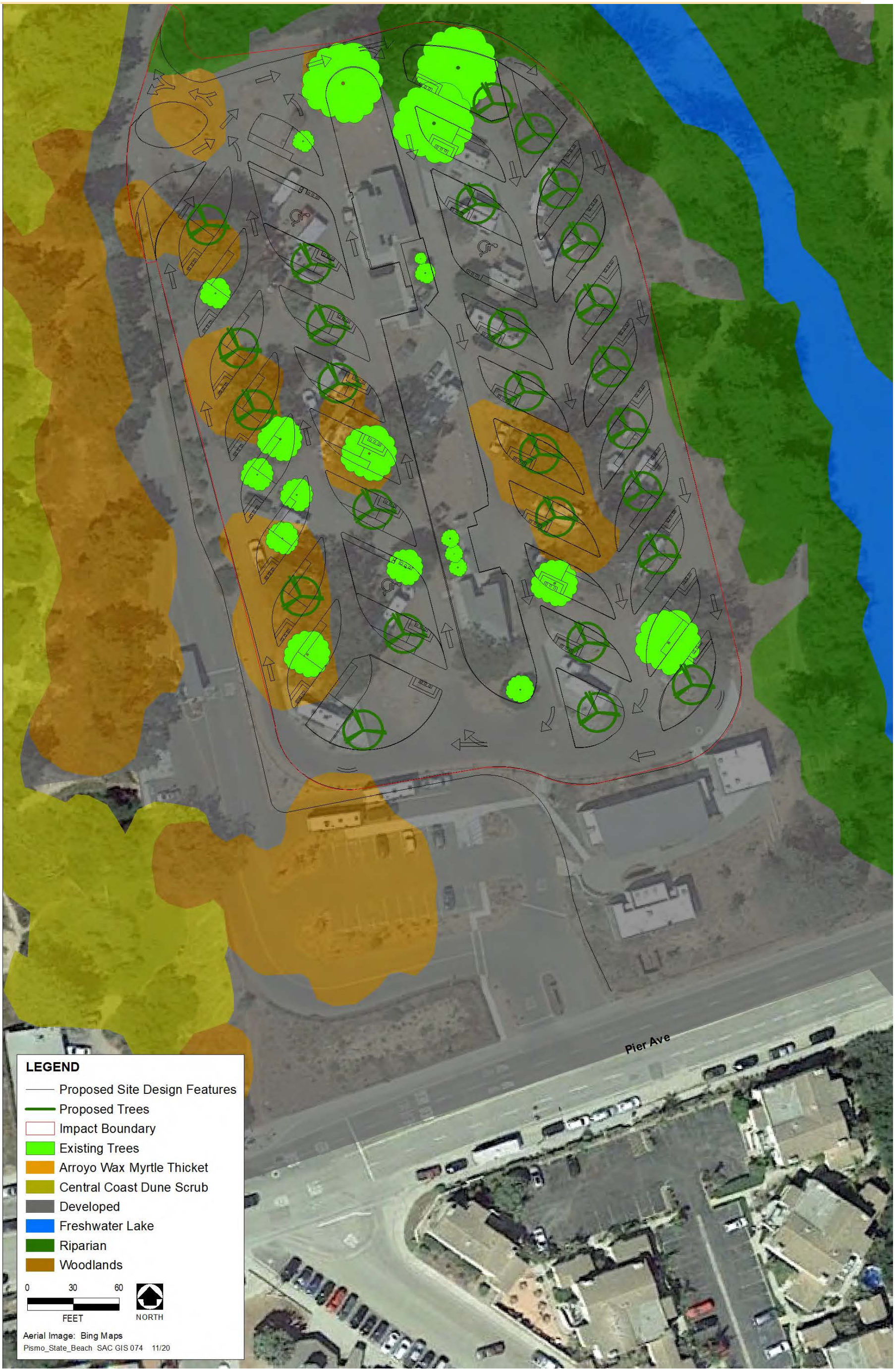


Source: AECOM 2020

Figure 7-3: Park Corporation Yard Improvement Project

Source: AECOM 2020

Figure 7-4: Park Corporation Yard Maintenance Road



Source: AECOM 2020

Figure 7-5: Oceano Campground Infrastructure Improvement Project

Source: AECOM 2020

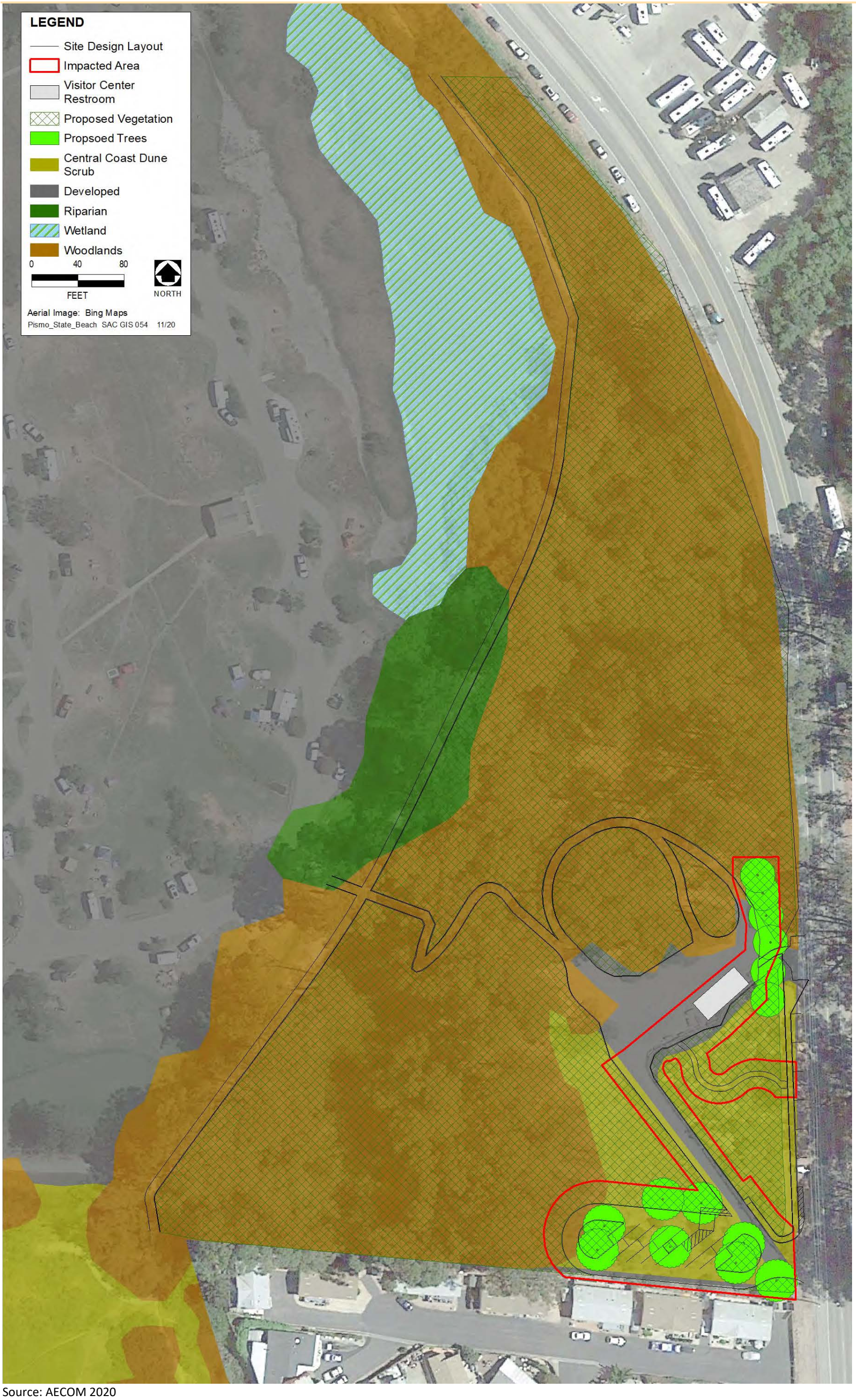
Figure 7-6: Pier Avenue Entrance and Lifeguard Tower Projects

Source: AECOM 2020

Figure 7-7: Grand Avenue Entrance and Lifeguard Tower Projects

Source: AECOM 2020

Figure 7-8: North Beach Campground Facility Improvements Project



Source: AECOM 2020

Figure 7-9: Butterfly Grove Public Access Project

Source: AECOM 2020

Figure 7-10: Pismo State Beach Boardwalk Project

8.0 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

8.1 REGULATORY SETTING

Federal and state laws and regulations governing cultural resources exist to protect cultural and historic resources from damage and destruction. Violation of these laws and regulations would constitute a significant impact to cultural and historic resources. The laws and policies that pertain to the cultural resources potentially present in the Park or affected by implementation of the PWP are discussed below.

8.1.1 California Environmental Quality Act (CEQA)

CEQA establishes statutory requirements for the formal review and analysis of projects. CEQA recognizes archaeological and historical resources as part of the environment. According to the Public Resources Code (PRC), a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (PRC § 21084.1).

CEQA Guidelines (§ 15064.5(b)(2)) state that the significance of a historical resource is materially impaired when a project:

> *Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historic Resources (CRHR).*

8.1.2 National Register of Historic Places (NRHP) Criteria

The criteria for determining whether a property is eligible for listing in the NRHP are found in Title 36 of the Code of Federal Regulations (CFR) section 60.4 and are reproduced below:

- The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and
    - That are associated with events that have made a significant contribution to the broad patterns of our history; or
    - That are associated with the lives of persons significant in our past; or
    - That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinctions; or
    - That have yielded, or may be likely to yield, information important in prehistory or history.

For a property to qualify for the NRHP, it must meet at least one of the above National Register Criteria for Evaluation by being associated with an important context and retaining historic integrity of those features necessary to convey its significance.

8.1.3 California Register of Historic Resources

The California Office of Historic Preservation administers the California Register of Historic Resources (CRHR), which was established in 1992 as an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected from substantial adverse change. The CRHR includes all cultural resources that have been formally determined eligible for, or listed in, the NRHP, State Historical Landmark Number 770 or higher, Points of Historical Interest recommended for listing by the State Historical Resource Commission (SHRC), resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC, and resources and districts designated as city or county landmarks when the designation criteria are consistent with CRHR criteria.

Typically, a resource also must be at least 50 years old to be eligible for listing, although some properties of "exceptional importance" may be eligible even if the period of significance was achieved less than 50 years ago. Additionally, properties must possess several of the seven aspects of integrity to be eligible for listing in the NRHP and/or the CRHR. Integrity is defined as "…the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The seven levels of integrity are location, design, setting, materials, workmanship, feeling, and association. Resources that are listed in the NRHP are automatically eligible for the CRHR (PRC § 5024.1(c)).

Pursuant to CEQA Guidelines section 15064.5 (a), the term "historical resources" includes the following:

- A resource listed or determined to be eligible by the SHRC for listing, in the CRHR (PRC § 5024.1, 14 CCR § 4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC section 5020.1 (k) or identified as significant in a historical resource survey meeting the requirements of PRC section 5024.1 (g), shall be presumed historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be a historical resource, provided the lead agency's determination is supported by substantial evidence considering the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets one of the criteria for listing on the CRHR (PRC § 5024.1, 14 CCR § 4852), including the following:

    a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b) Is associated with the lives of persons important in our past;

    c) Embodies the distinctive characteristics of type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

d) Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC § 5020.1(k)), or identified in a historical resources survey (meeting the criteria in PRC § 5024.1(g)) does not preclude a lead agency from determining that the resource may be a historical resource as defined by PRC section 5020.1(j) or 5024.1.

8.1.3.1 Unique Archaeological Resources

Pursuant to CEQA (PRC § 21083.2(g)), a unique archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required (PRC § 21083.2(c)). If an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment, and it shall be enough that both the resource and the effect on it are noted in the Initial Study or Environmental Impact Report (EIR) (14 CCR § 15064.5(c)(4)).

8.1.3.2 Assembly Bill 52 -Tribal Cultural Resources

Assembly Bill 52 (AB52) creates a formal role for California Native American tribes in the environmental review process by creating a formal consultation process and establishing that a substantial adverse change to a tribal cultural resource is considered a significant effect on the environment. Tribal cultural resources are defined as:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the CRHR
    b. Included in a local register of historical resources as defined in PRC section 5020.1(k)
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC section 5024.1 (c). In applying the criteria set forth in PRC section 5024.1 (c) the lead agency shall consider the significance of the resource to a California Native American tribe.

A cultural landscape that meets the criteria above may also be a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. In addition, a historical resource described in PRC section

21084.1, a unique archaeological resource as defined in PRC section 21083.2(g), or a "non-unique archaeological resource" as defined in PRC section 21083.2(h) may also be a tribal cultural resource if it conforms to the above criteria. AB52 requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if:

1. the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and
2. the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation. AB52 states: "To expedite the requirements of this section, the [Native American Heritage Commission (NAHC)] shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated with the project area."

Additionally, State Parks has had a formal Native American consultation policy since 2017 (California State Parks 2017). The Department's policy and implementation procedures can be found in Departmental Notice No. 2007-05 and the Department Operations Manual (DOM), Chapter 0400 – Cultural Resources.

8.1.4 California Public Resources Code (PRC)

PRC Sections 5024 and 5024.5 require each state agency to make a good faith effort to formulate policies to preserve and maintain all state-owned historical resources under its jurisdiction and to submit to the SHPO an inventory of all state-owned historic or potentially historic structures under its jurisdiction. Additionally, section 5024 permits the SHPO to determine which historical resources identified in these inventories meet NRHP and state historical landmark criteria for inclusion on the master list of historical resources. The SHPO will maintain this master list comprised of all inventoried structures submitted and determined significant pursuant to PRC section 5024 (d), along with all state-owned historical resources currently listed in the NRHP or registered as a state historical landmark under state agency jurisdiction. PRC section 5024.5 sets limits on and establishes a protocol for review of any state agency action or undertaking that may adversely affect historical resources identified pursuant to section 5024.

State Parks has had an active and ongoing historic preservation program and has coordinated with the SHPO formally since 1982 and is required to submit annual inventory updates as well as preservation and protection measures of historical resources to SHPO. To comply with PRC section 5024 and 5024.5, state agencies can establish a Cultural Resource Management Program. State Parks' program includes Cultural Resource Management Guidelines that ensure that all cultural resources under State Parks jurisdiction are inventoried, evaluated, monitored, and protected (DPR DOM Chapter 0400 – Cultural Resources). 7.1.4.2 Public Resources Code Section 5090 PRC section 5090.35(f) requires the Off Highway Motor Vehicle Recreation (OHMVR) Division to protect cultural and archaeological resources within State Vehicular Recreation Areas (SVRAs). PRC section 5097.5 states, "It is illegal for any person to knowingly and willfully excavate or remove, destroy, injure, or deface cultural resources." Furthermore, the crime is a misdemeanor punishable by a fine not to exceed $10,000 and/or county jail time for up to 1 year. In addition to a fine and/or jail time, the court can order

restitution, and restitution will be granted of the commercial and archaeological value of the property. The OHMVR Division's law enforcement officers are the primary personnel responsible for the protection of OHMVR Division cultural resources on a daily basis.

8.1.5 California Health and Safety Code

California Health and Safety Code section 7050.5 regulates procedures in the event of human remains discovery. Pursuant to PRC section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the County Coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are determined to be Native American, the County Coroner is required to contact the NAHC. The NAHC is responsible for contacting the most likely Native American descendent, who would consult with the local agency regarding how to proceed with the remains. Departmental policies also require California State Parks to initiate consultation on the treatment of any such remains.

8.1.6 State Parks Native American Consultation Policy and Implementation

It is State Parks policy to involve Native California Indian groups in all plans and practices that have impacts on the cultural resources under State Park stewardship (CDPR, 2007). Prior to implementing projects or policies that may result in impacts on Native American sites within the State Park System, State Parks will actively consult with local Native California Indian groups regarding the protection, preservation, and/or mitigation of cultural sites and sacred places in the State Park System. Departmental Notice 2007 "*Native American Consultation Policy and Implementation Procedures*" (CDPR, 2007) identifies the following nine areas of activity where consultation between local Native California Indian groups and State Parks is required:

- Acquisition of properties where cultural sites are present;
- During the General Plan process and/or development of Management Plans (such as the PWP);
- Planning, design, and implementation of capital outlay projects;
- Issues of concern identified by the tribes;
- Plant and mineral gathering by Native people;
- Access to Native California Indian ceremonial sites;
- Archaeological permitting;
- Mitigation of vandalism and development of protective measures at Native American sites; and
- When using the Native voice in presenting the story of California native Indian people in park units.

8.1.7 Executive Order B-10-11

Executive Order B-10-11 acknowledges the important relationship that many Native American California Tribes have with their native home of California. As described in the Executive Order, the term "Tribes" includes all Federally Recognized Tribes and additional California Native Americans. The Executive Order affirms that the State of

California recognizes and reaffirms the inherent right of these Tribes to exercise sovereign authority over their members and territory. Most importantly, the order states that it is the policy of the Administration that every state agency and department subject to the Governor's control shall encourage communication and consultation with California Indian Tribes.

8.1.8 California Coastal Act

As described in greater detail in Chapter 4 in Volume 1 of this PWP, the California Coastal Act (PRC § 30000 et seq.) governs development within the Coastal Zone. Chapter 2, section 30116 of the California Coastal Act defines "sensitive coastal resource areas" to mean those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity, including archaeological sites referenced in the California Coastline and Recreation Plan (CDPR 1971) or as designated by the SHPO. Chapter 3 of the Act, Coastal Resources Planning and Management Policies, sets forth the policies that constitute the standards for development subject to the Coastal Act. The applicable standards (or parts of standards) of this chapter related to cultural resources include:

- Reasonable mitigations are required where development would adversely impact archaeological or paleontological resources as identified by the SHPO (PRC § 30244)

8.1.8.1 Coastal Development Permit (CDP) 4-82-300

Oceano Dunes SVRA currently operates subject to CDP 4-82-300, issued in 1982 by the California Coastal Commission (CCC), and last amended in 2001. Since CDP 4-82-300 predates the County Local Coastal Plan (LCP), the CCC retains permit jurisdiction for activities governed by the permit. CDP 4-82-300, as amended, requires the OHMVR Division to protect archaeological resources located within Oceano Dunes SVRA with fencing. The PWP (Volume 1), once approved, will supersede the CDP. However, any resource protection programs already ongoing in the Park will continue to be implemented, and will become part of the PWP management programs, as described in Section 3.5, "Other Park Management Programs and Plans," in Chapter 3 of Volume 1.

8.1.9 State Parks Project Evaluation Process and BMPs for Cultural Resources

State Parks has an internal project review process for assessing projects and actions for compliance with applicable environmental laws and regulatory mandates and permitting processes. The complete review process is documented in DOM Chapter 0600 – Environmental Review. These procedures require both a State Archaeologist and State Historian to review all projects and actions to ensure that all prudent and feasible measures are made to avoid impacts to any historical, cultural or tribal resources.

In addition, State Parks field districts such as Oceano Dunes District include permanent staff, along with access to other Department cultural resource specialists at both the Cultural Resources Division and Service Centers to assist in cultural resource program and project support. Such District and technical staff are regularly consulted early in the planning, development and implementation processes. This early consultation is essential to ensure cultural resource protection and stewardship measures are implemented at all levels of park management activities.

Project components have been designed, and will continue to be designed, to avoid and minimize impacts to known significant archaeological resources and tribal

cultural resources, if identified. Additionally, once triggered, the CDPR 5024 Review is designed to assist projects in avoiding any significant impacts to resources. Determining potential unforeseen impacts to archaeological and tribal cultural resources must consider scope and extent of new ground disturbance, degree of previous disturbance and development, environmental and geomorphological factors, previous resource identification efforts, and proximity to known cultural resources. Projects without ground disturbance or those with disturbance limited to previous footprints in areas of decreased cultural sensitivity have little potential to impact archaeological or tribal cultural resources. Projects with new ground disturbance in locations of increased cultural sensitivity, in locations previously undeveloped or undisturbed, or existing in developed areas where ground disturbance may exceed the previous footprint, have increased potential to inadvertently impact previously unknown resources. This also includes projects occurring in mobile dune environments or dense vegetation, creating increased levels of uncertainty regarding resource locations. In mobile dune environments, it is common to locate newly revealed archaeological resources in shifting sands where identification efforts previously had negative results. Projects may be required to meet one or more conditions of Avoidance (Condition-1), Archaeological and Native American Monitoring (Condition-2), and Inadvertent Discovery Protocols (Condition-3). Implementation of appropriate protection measures and conditions when determined necessary will reduce potential impacts to a level less than significant. The following outlines the process followed by State Parks in the planning, design, and implementation process.

8.1.9.1 C-1: AVOIDANCE

Avoidance and preservation in place of archaeological and tribal cultural resources is the preferred method to prevent impacts. If documented archaeological resources are located within the project areas, then no extensive ground disturbance or potential impactful activities would be implemented within or immediately adjacent to any known archaeological or Tribal cultural resources. If new resources are identified before or during project implementation, avoidance must be prioritized.

8.1.9.2 C-2: ARCHAEOLOGICAL AND NATIVE AMERICAN MONITORING

Archaeological and Native American monitoring will be required during certain components of project implementation. Project components with ground disturbance in previously undisturbed soils and sediments in culturally sensitive areas (i.e., near fresh water sources) or areas of increased archaeological uncertainty due to environmental factors such as mobile sand dunes should expect monitoring. Monitoring may be required for ground disturbance that expands beyond the footprint of previously disturbed and developed areas containing increased cultural sensitivity. These areas, and other determined at the discretion of the archaeologist and Native American representatives, will be determined culturally sensitive and monitored when requested. Implementing the condition of archaeological and Native American monitoring will reduce potential impacts to any undocumented subsurface resources that might be encountered during project implementation. Ongoing consultation with interested Native American representatives will refine which project components necessitate Native American monitoring.

8.1.9.3 C-3: INADVERTENT DISCOVERY PROTOCOLS

Ground disturbing activities have the potential to inadvertently encounter resources that were previously unknown because of their subsurface nature. Construction workers and equipment operators are asked to watch for cultural resource deposits

during earth moving activity. Archaeological and Native American monitors will be present during project components occurring in areas of increased cultural sensitivity. Specific protocols exist for inadvertent discovery of archaeological resources, tribal cultural resources, and human remains.

C-3.1 Inadvertent Discovery of Archaeological Resources

In the event that construction activity or other ground disturbance encounters unexpected archaeological resources, all work will halt within 100 feet of the discovery and the area will be secured and protected. The District Archaeologist or other state-qualified archaeologist will formally document, assess, and evaluate the significance of the potential discovery in accordance to CEQA Guidelines Section 15064.5. If determined significant, the archaeologist will work with the Project Manager and consult with the Native American monitor (if present) and/or other interested Native American representatives to develop avoidance measures and appropriate treatments. Preservation in place through project redesign is the preferred method to avoid substantial adverse changes (CEQA Guidelines Section 15126.4(b)(3). If avoidance is unachievable, additional treatment measures such as data recovery or additional cultural resource review compliant with all applicable laws and department resource directives will be developed in consultation with interested local Native American representatives. Additionally, if the archaeological resource meets the criteria for a unique archaeological resource, treatment will occur in accordance with California Public Resources Code Section 21083.2.

C-3.2 Inadvertent Discovery of Human Remains

During inadvertent discovery of human remains, all construction activity and ground disturbance will immediately halt within 100 feet of the discovery. Remains are to be covered and locations within 100 feet of the discovery secured and protected. Notifications are to be immediately sent to the District Superintendent and County Coroner. Procedures outlined in Section 7050.5 of the Health and Safety Code and Public Resources Code Section 5097.98 will be initiated. The County Coroner will assess the remains and determine if they are Native American in origin. If so, consultation will occur with the Native American Heritage Commission (NAHC) and Most Likely Descendant (MLD) and/or appropriate Tribal Representative(s) in compliance with all applicable laws and guidelines to determine appropriate treatment for the remains.

C-3.3 Inadvertent Discovery of Tribal Cultural Resources

If a Native American monitor identifies a potential Tribal cultural resource, all construction and ground-disturbing activity will halt within 100 feet of the discovery. The Native American and archaeological monitors will work together to document, assess, and evaluate the significance of the potential discovery in accordance to AB52, PRC Section 21084.2, and CEQA Guidelines Section 15064.5. If determined significant, the archaeologist and interested Native American representatives will work with the Project Manager to develop avoidance measures or other appropriate treatments. Preservation in place through project redesign is the preferred method to avoid substantial adverse changes. If avoidance is unachievable, additional treatment measures compliant with all applicable laws and department resource directives will be developed in consultation with interested local Native American representatives and other relevant parties.

8.2 Environmental Setting

8.2.1 Summary of Cultural Resources in the Park

For a thorough description of existing and potential cultural resources within the Oceano Dunes District, see Section 1.6, Chapter 1, Volume 2.

There are at least 48 identified and recorded cultural resources within the PWP planning area. Documentation for 45 of the resources is provided by a Cultural Resource Inventory (CRI) prepared in 2011 for the OHMVR Division (Perez, 2011). The CRI covered both Oceano Dunes SVRA and Pismo State Beach. The other three resources have since been discovered within the PWP area due to natural dune migration. Details regarding the three resources have been recorded by State Parks (Baker, 2018). Of the known resources, 43 are prehistoric, 4 are historic-era, and 1 is multi-component (i.e., contains elements of both prehistoric and historic periods). Twenty-five of the prehistoric sites are considered eligible for inclusion in the NRHP and/or the CRHR. One prehistoric site is considered ineligible for any register. The remaining prehistoric sites require further archaeological investigation before a determination of eligibility can be made. Additionally, there were 29 archaeological sites previously discovered prior to the 2011 CRI, which were not included in the CRI because State Park archeologists were unable to relocate these sited during the 2011 CRI because of the highly mobile dune environment in the Park. However, because of the shifting sands, there is potential for some or all the sites to still be present beneath the surface. Although there have been several cultural resource surveys in the PWP area over the years, additional cultural resources could be present in the Park but have not yet been discovered because of the shifting environment. The PWP area, therefore, has a high degree of sensitivity in terms of archaeological cultural resources.

8.2.1.1 Archaeological Resources

Approximately 40 percent of the Parks has been surveyed for archaeological resources. Approximately 80 archaeological sites and nine archaeological isolates have been identified and recorded in the Park. Of these sites, one has been formally evaluated and determined eligible for listing in the National Register of Historic Places. Nearly half of recorded archaeological sites are believed to be potentially eligible for listing in the National Register, though additional study and evaluation is required. All sites are treated as eligible until they are evaluated and a formal determination made. Considering the active nature of the dune landscape and the already high concentration of archaeological resources, there is a potential that unknown or unexpected archaeological resources exist.

8.2.1.2 Fieldwork

As described in Section 1.6 of Volume 2 (Existing Conditions), some fieldwork was conducted specifically in support of the PWP and this EIR in 2018.

In addition to this PWP specific inventory, the OHMVR Division recently conducted two archaeological surveys within the PWP area. The first survey was conducted in support of preparation of the 2011 Oceano Dunes District CRI. The areas that were surveyed for archeological resources during the 2011 Oceano Dunes District CRI were chosen based on a predictive model adapted from previous archaeological surveys of areas within the Park boundary. The second survey occurred in April 2013, when archaeological and Native American monitoring was conducted during installation of dust control fencing. The monitoring was conducted by Elise Wheeler and Matthew Goldman on May 2, 8, and 16, 2013.

Because of the archaeological monitoring program, all culturally sensitive areas were avoided during this 2013 monitoring. The results of the project monitoring were recorded in an archaeological monitor report (Perez, 2013). State Parks archeologists provided copies of the archaeological survey and archaeological monitor reports to representatives of the Northern Chumash Tribal Council, Santa Ynez Tribal Elders Council, Yak Tityu Tityu, Northern Chumash Tribe, and the Odom family. The project concluded in October 2013. Prior research and field studies show areas of archaeological sensitivity, where there is a higher chance of discovery of archaeological finds. GIS data has been created by State Parks using information from previous studies to show areas of archaeological sensitivity.

8.2.1.3 Archaeological Resources and Mobile Dune Environments

Most archaeological resources in the Oceano Dunes District exist within an active and mobile dune environment where dramatic changes in dune formation are observed seasonally and annually. The constantly shifting sands generate cycles of covering and revealing archaeological deposits. These factors often make it difficult to identify new resources or relocate previously identified resources. Dependent upon timing, these resources may be covered or revealed during cultural resource identification efforts. For this reason, there is a level of uncertainty associated with cultural resource identification in sand dune environments (i.e., increased cultural sensitivity). Additionally, the sand dune terrain makes it difficult to perform systematically spaced and linear transects, as is the standard for an archaeological pedestrian field survey. Migrating dunes can make previously surveyed areas an entirely different landscape and steep dunes faces may not be possible to ascend. Important components of cultural resources management at the Park is persistent site condition monitoring to check changes in archaeological deposit visibility and frequent resurveys of sensitive areas to document any newly revealed deposits.

When new resources are located or significant changes are observed in previously documented site extent and deposits, State Parks archaeologists record and catalog the discoveries and provide the Central Coast Information Center with their findings for recordation within the California Historical Resources Information System (CHRIS) database. Consistent with PRC section 5090.35(f), State Park resource staff ensure any newly discovered cultural resources are protected, including by installations of fences or other barriers if needed.

8.2.2 Native American Consultation and Coordination

A request for a Sacred Lands File (SLF) records search and Native American contacts list for the PWP project areas was sent to the California Native American Heritage Commission (NAHC) in 2018. The NAHC confirmed the presence of Native American cultural sites in the Park and provided a list of Native American individuals who may have knowledge of cultural resources within the Park and subsequently the PWP Development Project areas. State Parks sent letters to each of these individuals inviting them to participate in consultation pursuant to departmental policy and under AB52 regarding tribal cultural resources. State Parks has received responses from three tribal groups, including the Santa Ynez Band of Chumash Indians, the Northern Chumash Tribal Council, and the YTT Northern Chumash. Table 8-1 documents the results of the consultation efforts to date and provides a summary of the responses received and the relevant outcomes.

Table 8-1. Summary of PWP Consultation Efforts

Group	Individual	Date Sent	Response/Comments
Northern Chumash Tribal Council	Fred Collins	May 15, 2018	Yes; avoidance of cultural resources and compliance with all applicable preservation laws; continued project updates.
Salinan Tribe of Monterey	Patti Dunton	May 15, 2018	No
Santa Ynez Band of Chumash Indians	Kenneth Kahn	May 15, 2018	Yes
yak tityu tityu Northern Chumash Tribe	Lei Lyn Odom	May 15, 2018	Coordination occurring with Mona Tucker of the YTT.
yak tityu tityu Northern Chumash Tribe	Mona Tucker	May 15, 2018	Yes; avoidance of cultural resources and continued project updates; Native American monitoring.
Salinan Tribe of Monterey, SLO Counties	Fred Segobia	May 15, 2018	No
San Luis Obispo Chumash Tribal Council	Chief Mark Vigil	May 15, 2018	No
Salinan-Chumash Nation	Xielolixi	May 15, 2018	No

8.2.2.1 Tribal Cultural Resources

Consultation conducted in support of the PWP EIR has not resulted in the identification of tribal cultural resources within or immediately adjacent to the PWP planning area. If ongoing consultation reveals the presence of newly identified tribal cultural resources, State Parks will implement procedures to avoid any substantial adverse changes to the significance of those resources. Continued cooperation and information sharing gathered through ongoing consultation will minimize potential for impacts.

8.3 Project Impacts

8.3.1 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5;

- Disturb any human remains, including those interred outside of formal cemeteries;
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:
    - Listed or eligible for listing in the CRHR or in a local register of historical resources as defined in PRC section 5020.1(k); or
    - 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

8.3.2 Issues Not Discussed Further in this EIR

Adverse change to historical resources. Currently there are no potentially eligible or recognized historic properties located within the Park. Therefore, no historical resources (buildings or structures) would be affected by implementation of the PWP. The Department will continue to provide qualified historical resource specialists to document and evaluate any potentially eligible historical properties (buildings, sites, landscapes) as required to assure compliance with CEQA and PRC 5024.5 mandates for assuring no adverse effects occur to historic properties. If a resource is identified later, and there is the possibility of any PWP implementation action having an effect on this resource, the specific project and its potential impact would be reviewed by a State Historian qualified to make such determinations, and the information would be included in any environmental documentation prepared for the implementation action, as required. Implementation of the PWP is not expected to result in impacts to any known or unknown historical resources as defined in PRC Section 5024.1(q). Therefore, this impact is not discussed further in this EIR.

8.3.3 Impacts and Mitigation

Impact 8-1. Substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Implementation of the PWP is not expected to result in a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5. District staff will continue to implement the existing cultural resources management program for all actions within the Park as described above under Section 8.2.1.6.

Archaeological resources have been identified in the Park, and some have been identified within the footprint of the PWP Development Projects and other Small Development Projects; however, where known resources have been documented, Development Projects have been designed to avoid impacts to previously documented archeological resources. If any newly encountered archaeological resources were discovered as the designs move forward, projects would be redesigned if necessary, to avoid any adverse impacts on archeological resources. Prior to implementing PWP projects, Department archaeologists will establish conditions and treatments for avoidance and monitoring if determined

necessary. If conditions have changed since environmental review and indicate the need for additional archaeological inventory or indicate newly identified project impacts, avoidance measures will be developed prior to and during project implementation. There is the possibility that unknown buried archaeological resources are present and susceptible to damage or discovery during project implementation. State Parks has policies and procedures to ensure proper treatment of inadvertently discovered archaeological resources. Because State Parks will continue to implement its cultural resources management project to avoid impacts and because PWP Development Projects and other Small Development Projects have been designed and will continue to be designed and implemented to avoid sensitive archeological resources, implementation of the PWP would result in a **less-than-significant impact** on archaeological resources. A summary of each Development project assessment is described below.

8.3.3.1 Ongoing Park Operations and Regular Maintenance Activities

Park operations and regular maintenance activities consists of ongoing and completed activities depicted in Volume 1, Chapter 3 and Volume 2, Chapter 1. The cultural resource management program monitors support park operations and maintenance through routine survey and monitoring during special events and park maintenance, maintaining protective barriers, recording and maintaining records, updating and preparing reports, and regular consultation with Native American tribes.

8.3.3.2 General Facilities Maintenance

Mechanical Trash Removal (CA-21). Mechanical trash removal would only occur in areas that are already disturbed by recreation and would not be allowed in any areas with known, covered or uncovered, cultural sites. A cultural monitor would review all proposed trash removal areas to confirm all known cultural sites, including sites currently buried, are avoided. Mechanical trash removal would thus not significantly increase the potential for disturbance of cultural resources. As described in EIR section 8.1.9.3, should an unknown cultural resource site be discovered, it would be recorded, assessed and protected from further disturbance. As a result, the proposed mechanical trash removal would have a less-than significant impact on cultural resources.

CDPR UAS Use for Park Activities (CA-52). CDPR's use of drones for data collection does not involve ground disturbance in culturally sensitive areas. As a result, drone use would have no impact on cultural resources.

8.3.3.3 Oso Flaco Improvement Project (Initial)

The project site is an agricultural field with a long history of this land use. Department archaeologists and historians have examined the project location and there are no known archaeological sites or historical resources. Native American monitoring is recommended for ground disturbing components of the project, as well as continued Native American consultation and coordination. Project implementation must prioritize avoiding impacts to cultural resources, and should resources be encountered during construction, inadvertent Discovery protocols will be implemented.

8.3.3.4 Oso Flaco Improvement Project (Future)

The Oso Flaco (Future) Improvement Project would require an amendment to the General Plan, which only envisioned and authorized the improvements proposed under the Oso Flaco (Initial) Improvement Project at the site.

The project site is an agricultural field with a long history of this land use. Department Archaeologists and Historians have examined the project location and there are no known archaeological sites or historical resources there. Native American monitoring is recommended for ground disturbing components of the project, as well as continued Native American consultation and coordination. Project implementation must prioritize avoiding impacts to cultural resources, and should resources be encountered during construction, inadvertent Discovery protocols will be implemented.

8.3.3.5 Park Corporation Yard Improvement Project

Department Archaeologists have examined the project area. Archaeological resources are located near some project footprints. Archaeological and Native American monitoring are recommended for ground disturbance at these locations of increased sensitivity, as well as continued Native American consultation and coordination.

8.3.3.6 Oceano Campground Infrastructure Improvement Project

Department Archaeologists have examined the project area. Archaeological resources have been identified in proximity to proposed project locations. Considering increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing components of the project. Continued Native American consultation and coordination are required. Project implementation must prioritize avoiding impacts to cultural resources. Should resources be encountered during construction, Inadvertent Discovery protocols will be implemented.

8.3.3.7 Pier and Grand Avenue Entrances & Lifeguard Towers Project

The site falls within the City of Grover Beach Local Coastal Program and permitting jurisdiction. The Pier Avenue Lifeguard Tower is in the San Luis Obispo County Local Coastal Program jurisdiction.

Department Archaeologists have examined the project area. No archaeological resources have been identified; however, the lifeguard towers involve ground disturbance. Archaeological and Native American monitoring is recommended for ground disturbing components of lifeguard tower construction. Continued Native American consultation and coordination are required.

8.3.3.8 North Beach Campground Facility Improvements Project

According to the Department's CCC and Post-World War II State Parks Administrative Facilities Cultural Resource Survey Report (Allen and Newland 2017), the entrance kiosk is less than 50 years old. Therefore, the project would not harm any recorded or potentially significant historic resources.

Department Archaeologists have examined the project area. There are no known archaeological sites within or immediately adjacent to the project location. No further review by a Department Archaeologist (e.g., construction monitoring) will be necessary.

8.3.3.9 Butterfly Grove Public Access Project

The site is currently developed and the project would not harm any recorded or potentially significant historic resources.

Department Archaeologists and Historians have examined the project location and documented archeological or historical resources in the vicinity; the current plan was designed to avoid potential impacts. Considering the increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing activities. Continued Native American consultation and coordination are required. Project implementation must prioritize avoiding impacts to cultural resources. Should resources be encountered during construction, Inadvertent Discovery protocols will be implemented.

8.3.3.10 Pismo State Beach Boardwalk Project

Department Archaeologists and Historians have examined the project location. Archaeological resources have been documented in the vicinity. Considering the increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing activities. Continued Native American consultation and coordination are required. Project implementation must prioritize avoiding impacts to cultural resources. Should resources be encountered during construction, Inadvertent Discovery protocols will be implemented.

8.3.3.11 Phillips 66/Southern Entrance Project

Portions of the proposed project area has not been surveyed for cultural resources. A cultural resources inventory is required. Archaeological resources have been identified in the vicinity of proposed project improvements. Project developments will be designed to avoid impacts to any identified significant archaeological and tribal cultural resources. Archaeological and Native American monitoring may be required for project components in areas to be determined.

If any buildings or structures are acquired or obtained from this property, a historical resources evaluation would be undertaken to ascertain if any are potentially eligible to be determined historical resources. If so, measures would be undertaken to avoid impacts to any identified significant historic resource properties.

Native American consultation is required per AB52, Executive Order B-10-11, Senate Bill 18, and CDPR Native American Consultation Policy.

8.3.3.12 Small Development Projects

In addition to the specific projects described above, this PWP also includes several Small Development Projects that are currently known or anticipated, and several project and program activities that may occur in the future over the lifetime of the PWP, but for which specific details are not known at this time. Both types are described in Volume 1, Chapter 3 at the level of detail currently available.

Other small repair and maintenance projects could occur at any existing facilities, as described in Volume 2 (Existing Conditions) of this PWP. Some of these would be considered simple repair and maintenance, and do not have a nexus for compliance with the Coastal Act. For disclosure, they are briefly described under 3.4.7.1. Other small projects would be subject to the Coastal Act. These are described under 3.4.1 through 3.4.6. Projects will comply with the requirements of this PWP, where applicable. Small project footprints shall be adjusted as needed, including required minor expansion within existing developed or disturbed areas, to meet regulatory and operational requirements for maintenance, upgrades for code compliance, safety, and responses to sea level rise.

All projects would comply with all applicable regulatory permits. Where applicable, projects that are also "covered actions" under the PWP are identified.

Mitigation Measure: No mitigation is required.

Impact 8-2. Disturbance of any human remains, including those interred outside of formal cemeteries

Implementation of the PWP, including the management programs and the Development Projects, is not expected to disturb any human remains, including those interred outside formal cemeteries. No human remains have been identified in the Park; however, ground-disturbing activities in areas previously undeveloped or containing undisturbed soils and sediments may result in the inadvertent discovery of human remains. Encountering human remains would initiate specific treatment plans, conditions, and procedures as mandated by Health and Safety Code Section 7050.5, by the Public Resources Code Section 5097.98, and CEQA California Code of Regulations Section 15064.5(e). Incorporating CDPR policies and protocols of avoidance, monitoring, inadvertent discovery, and project redesign (if required) would reduce potential disturbance of human remains to **less than significant**.

Mitigation Measure: No mitigation is required.

Impact 8-3 Substantial adverse change in the significance of a Tribal cultural resource, pursuant to Assembly Bill 52?

The PWP is not expected to result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074. As described above, a request for a Sacred Lands File (SLF) records search and Native American contacts list for the PWP project areas was sent to the California Native American Heritage Commission (NAHC). The NAHC confirmed the presence of Native American cultural sites and provided a list of Native American individuals who may have knowledge of cultural resources within the PWP project areas. State Parks sent letters to each of these individuals inviting them to participate in consultation pursuant to AB52 regarding Tribal cultural resources and has received responses from three groups. To date, consultation has not identified any tribal cultural resources in the planning area that could be impacts because of project implementation. Therefore, impacts on tribal cultural resources from implementation of the PWP is **less than significant**. Consultation will continue throughout project planning and implementation to ensure no newly identified tribal cultural resources are impacted.

Mitigation Measure: No mitigation is required.

Table 8-2. Development Projects: Archaeological and Tribal Cultural Resource Conditions

Project	Ground Disturbance Footprint	Resources Proximity	Environmental factors	Conditions/ Treatments
Oso Flaco Improvements (Initial)	New disturbance	Yes	Yes (mobile dune environment and vegetation)	C-1, C-2 for ground disturbance in sensitive areas, C-3
Oso Flaco Improvements (Future)	New disturbance	Yes	Yes (mobile dune environment and vegetation)	C-1, C-2 for ground disturbance in sensitive areas, C-3
Park Corp. Yard (Initial Phase)	New disturbance	Yes	No	C-1, C-2 for ground disturbance in sensitive areas, C-3
Park Corp. Yard (Future Phase)	New disturbance	Yes	No	C-1, C-2 for ground disturbance in sensitive areas, C-3
Oceano CG Infrastructure	New disturbance	Yes	No	C-1, C-2 for ground disturbance in sensitive areas, C-3
Entrances and Lifeguard Tower	New disturbance	No	Yes (mobile dune environment)	C-1, C-2 for ground disturbance in sensitive areas, C-3
North Beach CG Facility Improve	No new disturbance	No	No	C-1, C-2
Butterfly Grove Public Access	New disturbance	Yes	No	C-1, C-2 for ground disturbance in sensitive areas, C-3
Pismo SB Boardwalk	New disturbance	Yes	Yes (mobile dune environment)	C-1, C-2 for ground disturbance in sensitive areas, C-3
Phillips 66	New disturbance	Yes	Yes (mobile dune environment)	C-1, C-2 for ground disturbance in sensitive areas, C-3; New Native American consultation requirements

Table 8-3. Small Development Projects: Archaeological and Tribal Cultural Resource Conditions

Project	Ground Disturbance Footprint	Resources Proximity	Environmental Factors	Conditions/ Treatments
Pismo Creek Estuary Bridge	No new disturbance	No	Yes (mobile dune environment and vegetation)	C-1. C-2
40 Acre Trail	No new disturbance	Yes	Yes (mobile dune environment and vegetation)	C-1, C-2
Safety and Education Center	No new disturbance	Yes	Yes (mobile dune environment)	C-1, C-2
Oso Flaco Boardwalk	No new disturbance	Yes	Yes (mobile dune environment and vegetation)	C-1, C-2
Oceano CG Campfire Center	New disturbance likely	No	No	C-1, C-2 for ground disturbance in sensitive areas, C-3
Trash Enclosure	No new disturbance	No	No	C-1, C-2

8.4 Cumulative Effects

No known or potential historical resources exist within the Pismo State Beach or Oceano Dunes SVRA. As such there is no potential for cumulative effects to any such historical resources from the projects or management actions proposed within the PWP.

Cumulative impacts on historic resources evaluate whether impacts of the proposed project and related projects, when taken as a whole, substantially diminish the number of historic resources within the same or similar context or property type. It is anticipated that historic resources that are potentially affected by related projects would also be subject to the same requirements of CEQA as the Proposed Project. These determinations would be made on a case-by-case basis and the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. It is not anticipated that there would be any cumulative effects to historic resources because of the implementation of the Public Works Plan.

In conjunction with past, present, and reasonably foreseeable projects, implementation of the proposed project can result in cumulative impacts to archaeological and tribal cultural resources. However, projects with any potential to impact archaeological and tribal cultural resources would initiated CDPR 5024 review. This would require resource identification, evaluation (if needed), and project conditions and treatments for avoidance, inadvertent discovery, and archaeological and Native American monitoring, if determined appropriate. Additionally, documented archaeological sites and areas of increased cultural sensitivity are frequently revisited to monitor the changing conditions prevalent in mobile dune environments. Any newly located resources or changes in known resources are documented and considered during any proposed project planning. Considering these treatments and conditions, project implementation is **not expected to result in significant cumulative effects**.

9.0 ENERGY

9.1 Regulatory Setting

While many federal and State programs and regulations are in place to promote improvements in energy efficiency and energy conservation, most are not directly applicable to implementation of the proposed PWP and site-specific improvement projects. Therefore, the following highlights only those measures that would have the effect of enhancing the energy efficiency of the proposed project and ongoing operation of the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area.

9.1.1 Renewables Portfolio Standard

Senate Bill (SB) 1078, SB 107, Executive Order (EO) S-14-08, and SB X1-2 have established increasingly stringent renewable portfolio standard (RPS) requirements for California's utility companies. RPS-eligible energy sources include wind, solar, geothermal, biomass, and small-scale hydro projects.

- SB 1078 required investor-owned utilities to provide at least 20 percent of their electricity from renewable resources by 2020.
- SB 107 accelerated the SB 1078 timeframe to take effect in 2010.
- EO-S-14-08, codified by SB X1-2, increased the RPS further to 33 percent by 2020.
- SB 350 increased the RPS to 50 percent by 2030.
- SB 100 increased the RPS to 60 percent by 2030 and required the State's electricity to come from carbon-free resources by 2045.

These requirements improve energy efficiency and minimize the adverse environmental effects associated with energy use through reducing the carbon content of electricity generation and reduce GHG emissions associated with both existing and new development.

9.1.2 California Code of Regulations, Title 24

New buildings constructed in California must comply with the standards contained in California Code of Regulations (CCR) Title 24. Title 24 Parts 6 and 11 are the California's Building Energy Efficiency Standards. Part 6, the California Energy Code, governs energy consumed by commercial and residential buildings in California. This includes the HVAC system; water heating; and some fixed lighting. Non-building energy use, or "plug-in" energy use, is not covered by Title 24. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods; the most recent update was in 2019 and took effect January 1, 2020. Nonresidential buildings are anticipated to consume 30 percent less energy as compared to nonresidential buildings constructed under the 2016 California Energy Code, primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The California Energy Code is enforced through the local plan check and building permit process.

On July 17, 2008, the California Building Standards Commission adopted the California Green Building Standards Code (Part 11, Title 24, Part 11), commonly known as CALGreen, the nation's first green building standards. The code was last updated

in 2019, effective January 1, 2020. Part 11 establishes mandatory standards, including planning and designing for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The provisions of the code apply to the planning, design, construction, use and occupancy of all newly constructed or substantially renovated buildings and structures throughout California. Some key provisions of the code include, but are not limited to, requirements related to the installation of electric vehicle charging infrastructure in residential and nonresidential developments, establishment of maximum fixture water use rates to reduce indoor water use consumption, diversion of 65 percent of construction and demolition waste from landfills, and mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, and flooring. The code also includes additional voluntary measures to achieve increased energy savings: Tier 1 prerequisites set a higher baseline than CALGreen mandatory measures, while Tier 2 prerequisites include all of Tier 1 plus some enhanced or additional measures.

9.1.2.1 Executive Order B-18-12

Executive Order B-18-12 requires all new State buildings and major renovations beginning design after 2025 to be constructed as Zero Net Energy facilities. The Executive Order sets an interim target for 50 percent of new facilities beginning design after 2020 to be Zero Net Energy. It directs State agencies to take measures toward achieving Zero Net Energy for 50 percent of the square footage of existing State-owned building area by 2025.

9.2 Environmental Setting

9.2.1 Energy Supply and Demand

9.2.1.1 Electricity

California's total energy consumption is the second highest in the nation; however, in 2018 the state's per-capita energy consumption was the fourth-lowest, due in part to its mild climate and its energy efficiency programs (EIA 2020a). Electricity supply in California involves a complex grid of power plants and transmission lines location in the Western United States, Canada, and Mexico. Electricity accounts for approximately 14 percent of all energy consumption in the State; the total system power for California in 2019 was 277,704 gigawatt-hours (GWh) of electricity, down 2.7 percent from 2018 (CEC 2020a). The trends observed in energy demand in the State have been flat or slightly declining as energy efficiency programs have resulted in end-use energy savings and as customers install behind-the-meter energy systems that directly displace utility-supplied generation. In 2018, California ranked first in the nation as a producer of electricity from solar, geothermal, and biomass resources and fourth in the nation in conventional hydroelectric power generation.

Within San Luis Obispo County, total electricity consumption in 2019 was approximately 1,707 GWh, of which, 62 percent, or 1,060 GWh, was attributable to non-residential use and 38 percent, or 647 GWh, was attributable to residential use (CEC 2020b).

Pacific Gas & Electric (PG&E) is responsible for providing electric power supply to the Pismo State Beach area. One of the largest combined natural gas and electrical energy companies in the United States, PG&E generates, transmits, and distributes electrical service to approximately 16 million people throughout its approximately 70,000-square-mile service area, which stretches north to south in California from Eureka to Bakersfield and west to east from the Pacific Ocean to the Sierra Nevada (PG&E 2020). PG&E provides power from a variety of sources, including nuclear,

hydroelectric, natural gas, and renewable energy resources such as wind, geothermal, biomass, solar, and small hydro. In addition to a base power mix shown, PG&E offers 100 percent and 50 percent solar electricity source options for customers. In 2018, approximately 86 percent of energy delivered by PG&E through its base mix was from non-GHG-generating sources: 39 percent of energy delivered by PG&E was from qualified renewable sources, thereby reaching the State's 2020 renewable energy goal ahead of schedule. PG&E owns and operates eight solar plants and has connected approximately 465,000 private rooftop solar customers to its energy grid. PG&E's hydroelectric system is spread across California, consisting of 100 reservoirs that feed 65 powerhouses and a pumped storage facility, with a total generating capacity of nearly 4,000 megawatts (PG&E 2020).

In 2021, Central Coast Community Energy (3CE) will expand its service area to include the Cities of Pismo Beach and Grover Beach. 3CE, previously called Monterey Bay Community Power, is part of the California Community Choice Association of energy providers. 3CE provides carbon-free electricity that, in 2018, was a power generation mix of 34 percent qualified renewable resources and 68 percent large hydroelectric, with a 100 percent qualified renewable resources (50 percent solar and 50 percent wind) option for customers (CEC 2019b).

The PWP area has limited electrical infrastructure due to the vast acreage of open sand dunes and other open spaces lands that are not permanently developed for residential, commercial, industrial, or other inhabitable use. There is electricity, both in the form of aboveground and underground infrastructure, along the streets that serve the PWP area, including Grand Avenue and Pier Avenue.

9.2.1.2 Natural Gas

California's total natural gas consumption for 2019 was approximately 2,154 billion cubic feet (215,400 billion British thermal units [Btu]), approximately 2,094 billion cubic feet (209,400 Btu) of which was delivered to consumers (EIA 2020b). CEC estimates that nearly 45 percent of the natural gas burned in California was used for electricity generation, and much of the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. Nearly 90 percent of the State's natural gas supply is from out-of-state imports. Because natural gas provides load when the availability of hydroelectric power generation and/or other sources decrease, use varies greatly from year to year. The availability of hydroelectric resources, the emergence of renewable resources for electricity generation, and overall consumer demand are the variables that shape natural gas use in electric generation.

The Pismo State Beach area is within the natural gas service area of Southern California Gas Company (So Cal Gas). SoCalGas is the largest natural gas distribution utility, serving 21.8 million consumers throughout its 24,000 square mile service area (SoCalGas 2020). In 2019, SoCalGas customers consumed approximately 5,425 million therms of natural gas, approximately 45 percent of which was consumed by residential users and 31 percent by industrial users (CEC 2020c). According to SoCalGas, statewide natural gas demand is projected to decline at an average rate of 1.0 percent each year through 2035, specifically in the major market segment areas of residential, electric generation, commercial, and industrial, due to aggressive energy efficiency programs in these sectors and statewide efforts to increase electrical generation through alternative resources that produce few or no carbon emissions (California Gas and Electric Utilities. 2020).

9.2.1.3 Petroleum

The transportation sector accounts nearly half of end-use energy consumption in California (EIA 2020c). Among the various types of fuel sources, gasoline is the most used transportation fuel in California, primarily consumed by light-duty cars, pickup trucks, and sport utility vehicles, and diesel fuel is the second largest transportation fuel used in California, primarily consumed by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats and barges, farm, construction and heavy duty vehicles and equipment (CEC 2020 d, e).

While gasoline and diesel fuel remain the primary fuels used for transportation in California, the types of transportation fuel have diversified in California and elsewhere. Historically gasoline and diesel fuel accounted for nearly all demand; now, however, numerous options are available, including ethanol, natural gas, electricity, and hydrogen. California has provided incentives to increase the use of non-carbon-emitting vehicles and by the end of 2018, California drivers owned almost 500,000 electric and plug-in hybrid vehicles. In 2019, nearly one-fourth of the nation's electric vehicle charging stations were in California (U.S. Energy Information Administration 2020c).

9.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to population and housing if it would:

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?

9.3.1 Impacts and Mitigation

9.3.1.1 Impacts from PWP Implementation

Implementation of the park management programs and plans under the proposed PWP would not result in a net increase in energy demand or any conflict with a plan for renewable energy or energy efficiency. Park facilities and grounds maintenance activities, as well as the majority of the other programs and plans, under the proposed PWP have been occurring and presently occur in the PWP area, and therefore, are considered part of the baseline conditions for this analysis. Natural resource management programs, as described in Section 3.4.3, are covered under the draft Habitat Conservation Plan and EIR and do not result in a substantial increase in energy demand or the wasteful use of fuel or energy, and no state or local plans targeting renewable energy or energy efficiency are applicable to the PWP. Implementation of the PWP would not change or result in new land use or new buildings for human habitation. There will be no net increase in park user or staff vehicle activity or use of off-road maintenance equipment associated with implementation of the proposed PWP, and therefore no net increase in fuel demand for transportation purposes associated with PWP implementation. Accordingly, the proposed PWP would not use energy in a wasteful, inefficient, or unnecessary way, nor would it conflict with or obstruct implementation of a state or local plan adopted for the purposes of increasing energy efficiency and renewable energy; there is **no impact** on energy resources from implementation of the PWP.

9.3.1.2 Impacts from PWP Proposed Development Projects and Small Development Projects

Impact 9-1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Construction of site-specific projects would involve consumption of construction-related energy in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). The primary energy demands during construction would be associated with construction equipment and vehicle fueling. Energy in the form of fuel and electricity would be consumed during this period by construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site.

Table 9-1 presents the total fuel consumption anticipated for construction activities, shown both for the overall construction period and amortized over an assumed 25-year lifetime. The data in Table 9-1 are based on the emissions calculations for proposed construction activities (using CalEEMod, as detailed in the methodology for GHG emissions in Section 11 of this EIR) and application of standard CO_2 emissions coefficients for diesel and gasoline fuel to estimate fuel consumption for each phase of construction activities. Refer to Appendix B for detailed model inputs, assumptions and calculations.

Over the anticipated 8-year construction period, implementation of new development and public facilities and infrastructure required to serve new development would require approximately 251,065 gallons of diesel and 30,056 gallons of gasoline. Fuel consumed during construction would be temporary in nature and would not represent a significant demand on available fuel, beyond normal construction fuel usage. These fuel consumption estimates do not account for increased use of alternative fuels, or hybrid or electric vehicles that may occur over time. There are no anticipated unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Where feasible, Parks staff would conduct construction-related activities, thereby reducing worker trips and distances, and related fuel demand compared to the assumptions used to derive the estimates in Table 9-1.

Table 9-1. Construction-Related Energy Demands

Site-Specific Project	Anticipated Construction Duration	MT CO_2e per Year	Predominant Fuel Type	Factor (MT CO_2 per Gallon) [b]	Gallons per Year
Pier & Grand Ave. Entrances and Lifeguard Towers–Off-road	3 months	31.13	Diesel	0.01016	3,064
Pier & Grand Ave. Entrances and Lifeguard Towers–Haul	3 months	0.23	Diesel	0.01016	23
Pier & Grand Ave. Entrances and Lifeguard Towers–Vendor	3 months	3.33	Diesel	0.01016	328
Pier & Grand Ave. Entrances and Lifeguard Towers–Worker	3 months	3.68	Gasoline	0.008887	414

Site-Specific Project	Anticipated Construction Duration	MT CO_2e per Year	Predominant Fuel Type	Factor (MT CO_2 per Gallon) [b]	Gallons per Year
Trash Enclosure at Post 2 / Beach Trash Management–Off-road	3 months	28.65	Diesel	0.01016	2,819
Trash Enclosure at Post 2 / Beach Trash Management–Haul	3 months	0.76	Diesel	0.01016	75
Trash Enclosure at Post 2 / Beach Trash Management–Vendor	3 months	0.00	Diesel	0.01016	0
Trash Enclosure at Post 2 / Beach Trash Management–Worker	3 months	2.44	Gasoline	0.008887	274
North Beach Campground Facility Improvements–Off-road	6 months	31.13	Diesel	0.01016	3,064
North Beach Campground Facility Improvements–Haul	6 months	0.23	Diesel	0.01016	22
North Beach Campground Facility Improvements–Vendor	6 months	3.41	Diesel	0.01016	336
North Beach Campground Facility Improvements–Worker	6 months	3.77	Gasoline	0.008887	424
Oceano Campground Campfire Center Replacement–Off-road	3 months	30.61	Diesel	0.01016	3,013
Oceano Campground Campfire Center Replacement–Haul	3 months	0.49	Diesel	0.01016	48
Oceano Campground Campfire Center Replacement–Vendor	3 months	0.00	Diesel	0.01016	0
Oceano Campground Campfire Center Replacement–Worker	3 months	3.30	Gasoline	0.008887	371
Replacement of the Safety and Education Center–Off-road	3 months	27.83	Diesel	0.01016	2,739
Replacement of the Safety and Education Center–Haul	3 months	0.23	Diesel	0.01016	22
Replacement of the Safety and Education Center–Vendor	3 months	1.03	Diesel	0.01016	101
Replacement of the Safety and Education Center–Worker	3 months	3.24	Gasoline	0.008887	365
Pismo State Beach Boardwalk–Off-road	3 months	120.43	Diesel	0.01016	11,854
Pismo State Beach Boardwalk–Haul	3 months	2.41	Diesel	0.01016	237
Pismo State Beach Boardwalk–Vendor	3 months	0.00	Diesel	0.01016	0

Site-Specific Project	Anticipated Construction Duration	MT CO_2e per Year	Predominant Fuel Type	Factor (MT CO_2 per Gallon) [b]	Gallons per Year
Pismo State Beach Boardwalk–Worker	3 months	9.59	Gasoline	0.008887	1,080
Butterfly Grove Public Access–Off-road	3 months	29.98	Diesel	0.01016	2,951
Butterfly Grove Public Access–Haul	3 months	0.22	Diesel	0.01016	22
Butterfly Grove Public Access–Vendor	3 months	2.92	Diesel	0.01016	287
Butterfly Grove Public Access–Worker	3 months	1.23	Gasoline	0.008887	138
Oceano Campground Infrastructure Improvement–Off-road	9 months	200.01	Diesel	0.01016	19,686
Oceano Campground Infrastructure Improvement–Haul	9 months	0.44	Diesel	0.01016	43
Oceano Campground Infrastructure Improvement–Vendor	9 months	6.08	Diesel	0.01016	599
Oceano Campground Infrastructure Improvement–Worker	9 months	10.71	Gasoline	0.008887	1,205
40-Acre Riding Trail Installation–Off-road	6 months	51.30	Diesel	0.01016	5,050
40-Acre Riding Trail Installation–Haul	6 months	0.00	Diesel	0.01016	0
40-Acre Riding Trail Installation–Vendor	6 months	4.28	Diesel	0.01016	421
40-Acre Riding Trail Installation–Worker	6 months	3.33	Gasoline	0.008887	375
Oso Flaco Boardwalk Replacement–Off-road	6 months	150.62	NA	NA	14,824
Oso Flaco Boardwalk Replacement–Haul	6 months	0.73	NA	NA	72
Oso Flaco Boardwalk Replacement–Vendor	6 months	0.60	NA	NA	60
Oso Flaco Boardwalk Replacement–Worker	6 months	4.06	NA	NA	457

Site-Specific Project	Anticipated Construction Duration	MT CO_2e per Year	Predominant Fuel Type	Factor (MT CO_2 per Gallon) [b]	Gallons per Year
Park Corporation Yard Improvement (Phase 1)–Off-road	9 months	222.60	Diesel	0.01016	21,909
Park Corporation Yard Improvement (Phase 1)–Haul	9 months	1.30	Diesel	0.01016	128
Park Corporation Yard Improvement (Phase 1)–Vendor	9 months	35.95	Diesel	0.01016	3,538
Park Corporation Yard Improvement (Phase 1)–Worker	9 months	37.41	Gasoline	0.008887	4,209
Park Corporation Yard Improvement (Phase 2)–Off-road	9 months	63.41	Diesel	0.01016	6,242
Park Corporation Yard Improvement (Phase 2)–Haul	9 months	0.00	Diesel	0.01016	0
Park Corporation Yard Improvement (Phase 2)–Vendor	9 months	1.12	Diesel	0.01016	110
Park Corporation Yard Improvement (Phase 2)–Worker	9 months	6.08	Gasoline	0.008887	684
Oso Flaco (Initial) Improvement–Off-road	2 years	525.13	Diesel	0.01016	51,686
Oso Flaco (Initial) Improvement–Haul	2 years	0.22	Diesel	0.01016	21
Oso Flaco (Initial) Improvement–Vendor	2 years	138.45	Diesel	0.01016	13,627
Oso Flaco (Initial) Improvement–Worker	2 years	127.78	Gasoline	0.008887	14,379
Oso Flaco (Future) Improvement–Off-road	3 years	850.74	Diesel	0.01016	83,734
Oso Flaco (Future) Improvement–Haul	3 years	0.00	Diesel	0.01016	0
Oso Flaco (Future) Improvement–Vendor	3 years	134.78	Diesel	0.01016	13,266
Oso Flaco (Future) Improvement–Worker	3 years	54.36	Gasoline	0.008887	6,117
Pismo Creek Estuary Seasonal (Floating) Bridge–Off-road	6 days	1.38	Diesel	0.01016	136
Pismo Creek Estuary Seasonal (Floating) Bridge–Haul	6 days	0.08	Diesel	0.01016	8
Pismo Creek Estuary Seasonal (Floating) Bridge–Vendor	6 days	1.15	Diesel	0.01016	113

Site-Specific Project	Anticipated Construction Duration	MT CO_2e per Year	Predominant Fuel Type	Factor (MT CO_2 per Gallon) [b]	Gallons per Year
Pismo Creek Estuary Seasonal (Floating) Bridge–Worker	6 days	0.19	Gasoline	0.008887	21
Total Gallons–Diesel	-	-	-	-	**251,065**
Total Gallons–Gasoline	-	-	-	-	**30,056**
Average Annual Demand –Diesel (over 8-year construction timeline)	-	-	-	-	**31,383**
Average Annual Demand – Gasoline (over 8-year construction timeline)	-	-	-	-	**3,757**

Source: Modeled by AECOM, 2020. See Appendix B for detailed modeling inputs, assumptions, and calculations.

Once the projects are constructed, operations would not result in a net increase in users of or staff to serve the PWP area. Therefore, while use patterns may shift in how users use the PWP area and facilities, there would not be a net increase in vehicle trips or related fuel use. Operation of buildings and facilities in the PWP area would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, electronics, and office equipment. Energy demand to serve current building and facility operations is considered a part of the baseline conditions for the purposes of this analysis. Using CalEEMod, electrical and natural gas demands were modeled to estimate energy use that would be required to serve new buildings and facilities under the proposed site-specific projects, as shown below in Table 9-2.

Table 9-2. Energy Demand, New Building Operations

Project	Electrical Demand (kWh/year)	Natural Gas Demand (kBtu/year)
Park Corporation Yard Phase 1	179,114	106,078
Park Corporation Yard Phase 2	135,335	97,095
Oso Flaco Initial Improvements	62,658	41,891
Oso Flaco Future Improvements	162,933	277,536
Total	**540,039**	**522,600**

Source: Modeled by AECOM, 2020. See Appendix B for detailed modeling inputs, assumptions, and calculations.
Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit
Note that the CalEEMod "mitigated" scenario is used to inform energy demand without mitigation, as this scenario represents operation of the new buildings and facilities that would meet current Title 24 Standards, which are more energy efficient than the 2016 standards, which are the CalEEMod default data.

Projects under the PWP would be constructed to meet currently-applicable energy efficiency standards at the time of construction. As discussed in the Regulatory Setting above, energy efficiency requirements have and will continue to become more stringent over time. In accordance with California Code of Regulations Title 20 and Title 24, development under the

PWP will be required to comply with the building energy standards and California Building Standards Code, including CALGreen. This includes meeting energy standards for water and space heating and cooling equipment, insulation for doors, pipes, walls, and ceilings, and appliances, and other requirements. The CEC estimates that the 2019 Building Energy Efficiency Standards reduce average energy demand of new nonresidential development by 30 percent relative to comparable buildings constructed under the 2016 California Energy Code, and more so for older buildings (CEC 2018). As such, replacement buildings and facilities constructed under the proposed site-specific projects would be anticipated to be more energy efficient than the existing buildings and facilities and are not included in the estimated new (net increase) in energy demand associated with construction of the proposed site-specific projects; these replacement buildings and facilities include the Pier and Grand Avenue Entrances, the Butterfly Grove Public Access Project improvements, Oceano Campfire Center, and the Safety and Education Center.

In addition, in 2018, approximately 86 percent of energy delivered by PG&E through its base mix was from non-GHG-generating sources: 39 percent of energy delivered by PG&E was from qualified renewable sources, thereby reaching the State's 2020 renewable energy goal ahead of schedule and on track to meet or exceed the subsequent State RPS requirements for 2030, ensuring that electricity consumption in the PWP area relies heavily on renewable sources. The energy demand estimates used in this analysis do not account for the likely increase in energy efficiency that would be achieved as a result of future CCR revisions to Title 20 and Title 24, and therefore are considered conservative. Furthermore, the default assumptions used by CalEEMod for the purposes of emissions modeling and estimating energy demands are based on more typical commercial buildings, which would typically generate much greater energy demand in the form of building heating and cooling, electricity to power office equipment, and water demand, than the outdoor recreation focused buildings and facilities that are proposed as part of the site-specific projects. Therefore, these energy demands are likley an over-estimate of the total net increase in energy reuirements that would result from implementation of the proposed site-specific projects. As a result, new projects would be more energy efficient than existing projects of the same type within the PWP area that were constructed prior to the existence of energy efficiency standards or under previous less stringent energy efficiency standards. In addition, older buildings tend to decrease in energy efficiency as infrastructure begins to degrade with time. Therefore, the space heating and cooling, lighting, and other operational-related energy uses under the site-specific projects would tend to have lower per-capita energy consumption in association with building energy needs than buildings of similar design and operation in the PWP area and the region.

Considering this information, the site-specific projects would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy and this impact is considered **less than significant**. No mitigation is required.

Energy efficiency is a possible indicator of environmental impacts. The actual adverse physical environmental effects associated with energy use and the efficiency of energy use are detailed throughout this EIR in the environmental topic–specific sections. For example, the use of energy to power construction equipment can lead to emissions of criteria air pollutants, the impacts of which are addressed in Section 06, "Air Quality," of this EIR. There is no physical environmental effect associated with energy use that is not addressed in the environmental topic–specific sections of this EIR.

Mitigation Measures: No mitigation is required.

Impact 9-2. Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency.

As described above in the discussion of Impact 9-1, implementation of the proposed site-specific projects would be primarily construction-only projects and not result in the development of new land uses that would induce new demand for electricity and natural gas. However, the Oso Flaco Phase 1 and Phase 2 projects and the Park Corporation Yard Improvement Project would include the construction and operation of new buildings that would generate new demand for electricity and natural gas. State plans and policies for renewable energy and energy efficiency include the most recently adopted California Energy Code and California Green Building Standards Code (CalGreen). The design and construction of new and retrofit buildings would be required to comply with the California Code of Regulations. The California Energy Code and CalGreen are expected to become increasingly more stringent over time to further the State's renewable energy and GHG reduction goals. Replacement of existing infrastructure would also result in new facilities built to current standards, which are more energy efficient than older facilities that were built to prior, less stringent, standards. Implementation of the proposed site-specific projects would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, this impact is **less than significant.**

Mitigation Measures: No mitigation is required.

9.4 Cumulative Effects

Increased demand for energy resources, primarily fuel, electricity, and natural gas, is a byproduct of all future land uses and development throughout the region. Energy is consumed during all construction activities, typically in the form of diesel fuel for off-road construction equipment and a mix of gasoline and diesel fuel for construction-related vehicle trips. Operational energy is consumed for heating, cooling, and electricity in homes and businesses; for public infrastructure and service operations; and for agriculture, industry, and commercial uses.

San Luis Obispo County and some of the cities within the region implement general plans and other policy documents that include goals and policies to reduce energy demands through the use design features, building materials, and building practices; encourage the use of renewable energy sources; and ensure adequate electricity and natural gas and related distribution systems are available to meet energy demands. In addition, many service providers, including PG&E, which would serve the PWP area, encourage energy conservation through programs, such as offering rebates for installation of energy efficient appliances and lighting fixtures. The location, density, mix of land uses, and quality of the multi-modal transportation system is directly related to the amount of travel and transportation-related energy demands.

As described in Section 9.3, the proposed project would not result in a net increase in transportation-related energy use, would improve the energy efficiency in some cases in which older infrastructure would be replaced with new buildings and facilities, and would result in minor energy demands associated with building and facility operations of new (not replacement) buildings and facilities. Energy-requiring activities range from equipment operation, to building and facility operations. All new building construction would also meet or

exceed the energy performance standards found in CCR Title 24, including the Building Energy Efficiency Standards in the California Green Building Standards Code (CCR Title 24, Part 11).

There is no significant cumulative impact, and implementation of the proposed PWP and site-specific projects **would not result in a cumulatively significant** incremental contribution to a significant cumulative impact related to the wasteful, inefficient, excessive, and unnecessary consumption of energy or interfere with any applicable renewable energy or energy efficiency plans.

10.0 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

10.1 Regulatory Setting

PWP Volume 1 Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act" includes a detailed discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with PWP consistency, related to Local Coastal Plans and the Coastal Act that are applicable to geology, soils, and paleontological resources.

10.2 Environmental Setting

10.2.1 Seismic Hazards

The PWP planning area is located along the coast of the Pacific Ocean, within the Santa Maria Basin/San Luis Range domain, which extends approximately from San Luis Obispo southward to the Santa Ynez Mountains. This domain forms a structural and geomorphic transition between the Coast Ranges and Transverse Ranges Geomorphic Provinces.

There are no Alquist-Priolo Earthquake Fault Zones in the PWP planning area (California Geological Survey [CGS] 2017). The closest "active" faults (i.e., faults with evidence of displacement during the last 11,700 years [Holocene time]) are outside of the PWP planning area, approximately 10 miles west and north of the North Beach Campground Facility Improvements Project. These faults consist of the Hosgri Fault Zone (off-shore) and Los Osos Fault Zone, respectively (Jennings and Bryant 2010). Faults classified by CGS as "active" are the most likely to result in strong seismic ground shaking.

The Wilmar Avenue (Santa Maria River) Fault is located along the southern boundary of the San Luis Range (roughly parallel to Highway 101), approximately 0.35 miles northeast of the proposed North Beach Campground Facility Improvements Project (see Figure 10-1a). The Oceano Dunes Fault runs through the north end of the Pismo Dunes Natural Preserve and the South County Coastal Planning Area in a northwest/southeast direction, roughly parallel to the western end of Arroyo Grande Creek, approximately 0.65 miles south of the Pier Avenue Entrance and Lifeguard Towers Project (Jennings and Bryant 2010) (see Figures 10-1a and 10-1b). Both of these faults have shown evidence of movement within the last 700,000 years, which means they are considered "potentially active," and therefore are less likely to result in strong seismic ground shaking.

The intensity of ground shaking depends on the distance from the earthquake epicenter to the site, the magnitude of the earthquake, and site soil conditions. Peak horizontal ground acceleration (PGA), which is a measure of the projected intensity of ground shaking from seismic events, can be estimated by probabilistic method using a computer model. The CGS Probabilistic Seismic Hazards Assessment Model (CGS 2008) indicates there is a 1-in-10 probability that an earthquake within 50 years would result in PGAs ranging from approximately 0.264*g* (where *g* is a percentage of gravity) at the North Beach Campground Facility Improvements Project site, to approximately 0.267*g* at the proposed Oso Flaco Improvement Project, to approximately 0.276*g* at the remaining improvement project sites. This indicates that a similar moderate level of seismic shaking would be anticipated throughout the PWP planning area at all of the PWP and Small Development Project and sites. However, following the 2003 earthquake in San Simeon (50 miles to the north), Oceano experienced significant damage to houses, road surfaces, and underground utilities, which was not anticipated given the distance from the earthquake epicenter.

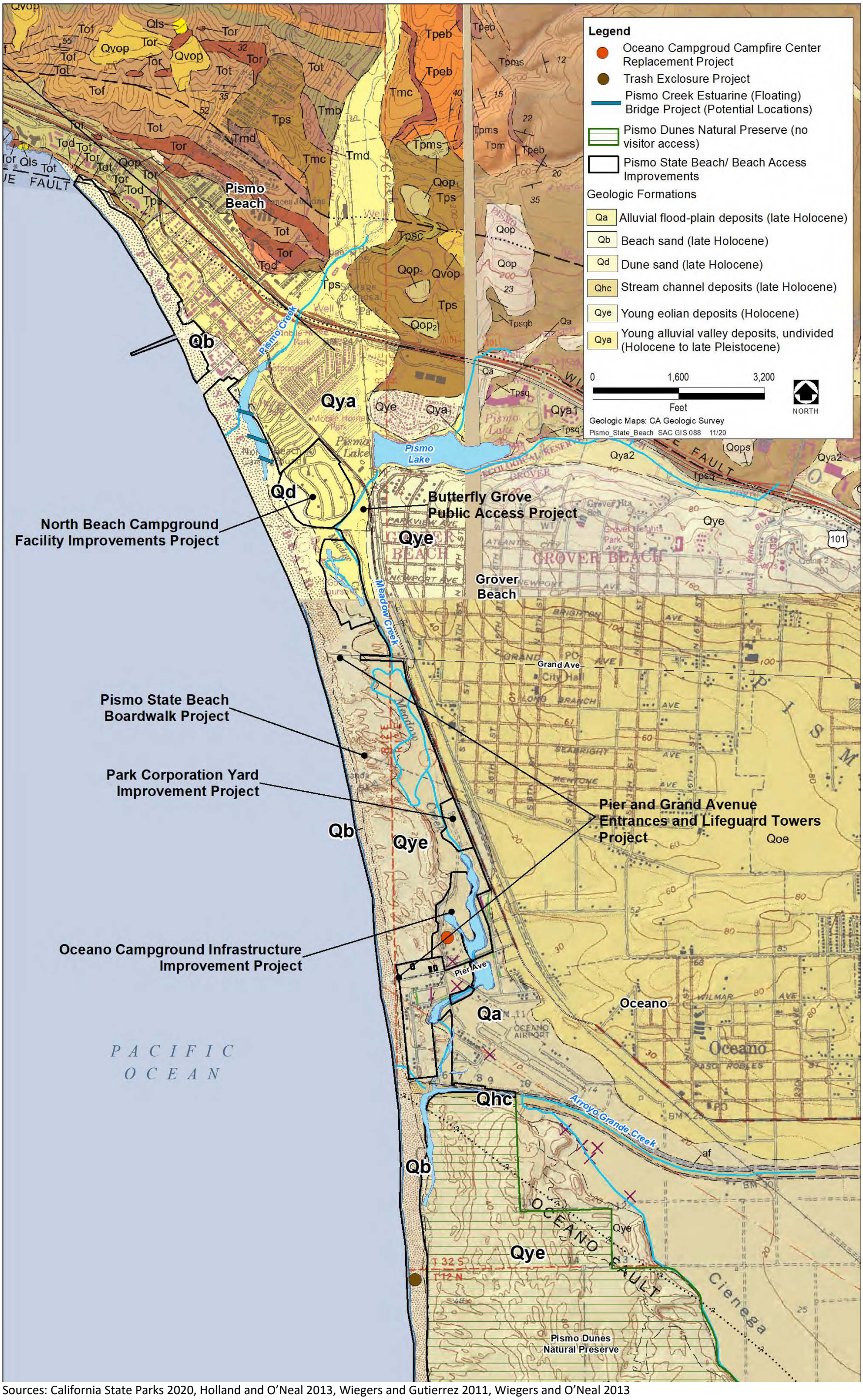
Subsequent investigations (Holzer et al. 2004) determined that damage in Oceano occurred as a result of site amplification, where the strength of the shaking increases abnormally in areas where the seismic-wave velocity of shallow geologic layers is low. As a result, earthquake shaking is felt more strongly than in surrounding areas without similar geologic conditions.

Liquefaction is a phenomenon where saturated sands lose their strength during an earthquake and become fluid-like and mobile. Factors determining liquefaction potential are soil type, level and duration of ground motions, and depth to groundwater. Liquefaction is most likely to occur in low-lying areas where the substrate consists of poorly consolidated to unconsolidated water-saturated sediments, recent Holocene-age sediments, or deposits of artificial fill. As a result of liquefaction, the ground may undergo large permanent displacements that can damage underground utilities and well-built surface structures. The type of displacement that is of greatest concern associated with liquefaction is lateral spreading, because it involves the displacement of large blocks of ground downhill along gentle slopes or towards stream channels. The shallow geologic units beneath Oceano are very susceptible to liquefaction (Holzer et al. 2004). These units include young sand dunes and clean sandy artificial fill that was used to bury and convert marshes into developable building lots. Most of the damage in Oceano from the 2003 San Simeon earthquake was caused by liquefaction.

There are no mapped landslides or landslide hazard zones either within or adjacent to the PWP planning area (Holland and O'Neal 2013, Wiegers and Gutierrez 2011, CGS 2020). The elevations at the proposed improvement project sites range from approximately 0 to 25 feet (above mean sea level). There are steep slopes within the Oceano Dunes SVRA, as the wind continually moves and reshapes the sand into dunes. The tops of the dunes along the eastern side of the SVRA are approximately 190–200 feet above mean sea level. However, the sand dunes do not represent a landslide hazard.

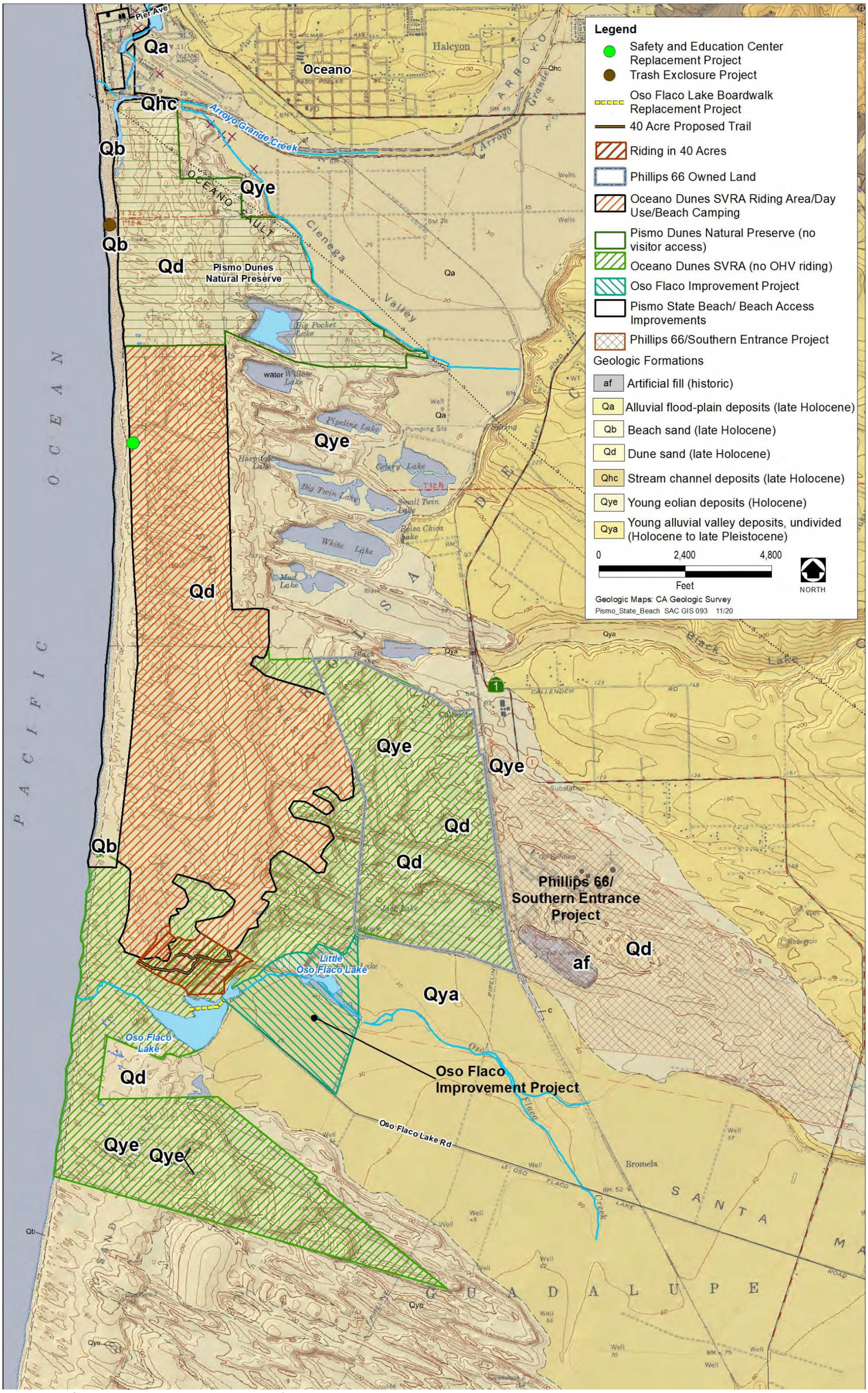
10.2.2 Erosion Hazards

The Oceano Dunes SVRA and Pismo State Beach lie within the northern portion of the Guadalupe-Nipomo Dune Complex, which extends approximately 18 miles along the shore and 31 miles inland. This dune complex formed as a result of an abundant sand supply and effective onshore winds (Orme and Tchakerian 1986). The amount of sand and finer material carried onshore to the dunes that lie between Arroyo Grande Creek (just south of Grand Avenue in Pismo State Beach) and the Santa Maria River has been estimated at between 125,000 and 400,000 cubic yards per year (Bowen and Inman 1966, Mulligan 1985). Oceano Dunes SVRA and Pismo State Beach are located within the more recent dune deposits, estimated to be approximately 3,000 years old. The Nipomo Mesa, which is located downwind of Oceano Dunes SVRA, consists of older dune deposits (6,000 to 25,000 years old) and is much higher in elevation (approximately 250 feet above mean sea level) than the shoreline, although some dunes within Oceano Dunes SVRA can reach approximately 200 feet in height (Orme and Tchakerian 1986). The difference in elevation between the older and newer dune systems is the result of changes in sea level over time.



Sources: California State Parks 2020, Holland and O'Neal 2013, Wiegers and Gutierrez 2011, Wiegers and O'Neal 2013

Figure 10-1a. Geologic Formations in the Northern Half of the PWP Planning Area



Sources: California State Parks 2020, Holland and O'Neal 2013

Figure 10-1b. Geologic Formations in the Southern Half of the PWP Planning Area

CGS estimates, based on a review of sequential aerial photography, that the rate of dune advancement within Oceano Dunes SVRA ranges from 6 to 18 feet per year along dune slip faces (the side of the dune in away from the wind) in open sand areas and 1 to 7 feet per year along slip faces west of vegetated dune areas (CGS 2007). The slow movement of sand dunes over time is a naturally occurring process, but can disturb resources and infrastructure in and near the beach and dunes. For example, wind-blown sand is a nuisance to businesses and residences on Grand Avenue (in Grover Beach) and Pier Avenue and Strand Way (in Oceano).

Wind-blown sand also encroaches upon Park infrastructure and vegetation, and the District actively protects these and other resources from encroaching sand dunes (e.g., Oceano Dunes SVRA CDP 4-82-300-A5). From approximately March to July of each year, the District installs approximately 1,700 linear of four-foot-high, orange-colored wind fencing directly upwind of Grand Avenue in Grover Beach and Pier Avenue and Strand Way in Oceano. The District installs this fencing to control natural sand drift from the beach onto public roads, parking areas, and other structures such as residences that front the southern portion of Pismo Beach. Although the District does not install this fencing explicitly for the purposes of preventing track-out of sand onto paved, public roadways, it nonetheless captures a large amount of sand that would otherwise be blown up the sand ramps that provide access to Pismo State Beach and Oceano Dunes SVRA. Without this fencing, this sand would deposit on public roadways and be prone to movement from vehicles and wind.

10.2.3 Other Geologic Hazards

Native sand, along with recent, unconsolidated alluvial material, represent an unstable base upon which to construct building and road foundations, because these soils have a low foundation bearing load strength, and these soils can shift, both of which can result in damage to building foundations and roads. The west side of the Pismo Creek Estuarine (Floating) Bridge Project site, Oceano Campground Infrastructure Improvement Project site, Oceano Campground Campfire Center Replacement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project sites, Pismo State Beach Boardwalk Project site, Trash Enclosure Project site, and Safety and Education Center Replacement Project sites are located in soil classified as Dune land (i.e., sand dunes). Soil at the Park Corporation Yard Improvement Project Site is classified as Oceano sand, Psamments (i.e., loamy fine sand), and Fluvents (i.e., alluvial soils where development is prevented by repeated deposition of sediment in periodic floods). Soil at the Butterfly Grove Public Access Project site is classified as Oceano sand, and soil at the Phillips 66/Southern Entrance Project site is classified as Oceano sand and Dune land (Natural Resources Conservation Service [NRCS] 2020). As described above, these soils are also subject to liquefaction and lateral spreading hazards.

Expansive soils shrink and swell as a result of moisture change. Over time, these volume changes can damage building foundations, underground utilities, and other subsurface facilities and infrastructure, if the facilities and infrastructure are not designed and constructed appropriately to resist damage caused by changing soil conditions. Placing buildings or constructing infrastructure on or in expansive soils can result in structural failure. Soil at the North Beach Campground Facility Improvements Project site, and the eastern sides of the Pismo Creek Estuarine (Floating) Bridge Project site, consists of Marimel sandy clay loam and Marimel silty clay loam, both of which have a moderate shrink-swell potential (NRCS 2020).

10.2.4 Paleontological Resources

10.2.4.1 Geologic Formations

The PWP planning area (and the Oceano area as a whole) sits atop an approximately 780-foot-thick sequence of gently westward-dipping unconsolidated sediment (Holzer et al. 2004). The uppermost sediment consists of a complexly interbedded sequence of Holocene dune sand, shallow marine or estuarine deposits, and fluvial sediments of Meadow and Arroyo Grande Creeks that rests on early Holocene/late Pleistocene marine and estuarine sediments. The thickness of the Holocene dune and fluvial sediment sequences is generally less than 32 feet. These sediments overlie approximately 328 feet of beds that are equivalent to the lower-Pleistocene Paso Robles Formation and 460 feet of upper-Pliocene Careaga Sand, which is of primarily marine origin. These sediments in turn rest on sedimentary bedrock: the lower- to upper-Pliocene Pismo Sandstone.

Based on a review of geologic mapping prepared by Wiegers and Gutierrez (2011) and Holland and O'Neal (2013), there are a variety of surficial deposits in the PWP planning area, all of which are relatively young (in geologic terms). The location of the PWP planning area and Development and Small Projects in relationship to the mapped geologic formations are shown on Figures 10-1a and 10-1b.

The following Holocene-age surficial deposits are mapped in the PWP planning area:

- Artificial Fill (Phillips 66/Southern Entrance Project). Recent, historic-age soil materials imported from other locations.
- Stream Channel Deposits (northern edge of Pismo Dunes Natural Preserve). Unconsolidated sand, gravel and cobbles in active stream channels.
- Alluvial Floodplain Deposits (along the southern portion of Meadow Creek—includes the Park Corporation Yard Improvement Project and Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project). These are active and recently active floodplain deposits, composed of unconsolidated sandy, silty, and clay-bearing alluvium.
- Beach Sand (along the Pacific Ocean, portions of Pismo State Beach and Oceano Dunes SVRA; includes the Pismo Creek Estuarine (Floating) Bridge Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, the Pismo State Beach Boardwalk Project, and Trash Enclosure Project). Unconsolidated beach deposits consisting mostly of fine- to medium-grained well-sorted sand.
- Dune Sand (portions of Pismo State Beach, Safety and Education Center Replacement Project, Oceano Dunes SVRA, 40 Acre Riding Trail, western end of the Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project). Unconsolidated, well-sorted white to brown windblown sand. Forms active dunes behind modern beaches.
- Young Eolian Deposits (Pismo Dunes Natural Preserve, Phillips 66/Southern Entrance Project, southern portion of Oceano Dunes SVRA). Vegetated stationary sand dune deposits displaying dune morphology. Well-sorted white to brown windblown sand.

The North Beach Campground Facility Project, Butterfly Grove Public Access Project, Oso Flaco Improvement Project, and the eastern end of the Oso Flaco Lake Boardwalk Replacement Project sites are mapped as Young Alluvial Valley Deposits, undivided, of Holocene to late-Pleistocene age. These deposits are composed of unconsolidated sand, silt, and clay-bearing alluvium deposited on floodplains and along valley floors.

10.2.4.2 Paleontological Sensitivity Assessment

The potential paleontological sensitivity of a project area can be assessed by identifying the paleontological importance of rock units that are exposed there. A paleontologically sensitive rock formation is one that is rated high for potential paleontological productivity (i.e., the recorded abundance and types of fossil specimens, and the number of previously recorded fossil sites) and is known to have produced unique, scientifically important fossils. Exposures of a specific rock formation at any given project site are most likely to yield fossil remains representing particular species or quantities similar to those previously recorded from the rock formation in other locations. Therefore, the paleontological sensitivity determination of a rock formation is based primarily on the types and numbers of fossils that have been previously recorded from that rock unit.

In its standard guidelines for assessment and mitigation of adverse impacts on paleontological resources, the Society of Vertebrate Paleontology (SVP 2010) established four categories of sensitivity for paleontological resources: high, low, no, and undetermined. Areas where fossils have been previously found are considered to have a high sensitivity and a high potential to produce fossils. Areas that are not sedimentary in origin and that have not been known to produce fossils in the past typically are considered to have low sensitivity. Areas consisting of high-grade metamorphic rocks (e.g., gneisses and schists) and plutonic igneous rocks (e.g., granites and diorites) are considered to have no sensitivity. Areas that have not had any previous paleontological resource surveys or fossil finds are considered to be of undetermined sensitivity until surveys are performed. After reconnaissance surveys, a qualified paleontologist can determine whether the area of undetermined sensitivity should be categorized as having high, low, or no sensitivity. In keeping with the SVP significance criteria, all vertebrate fossils are generally categorized as being of potentially significant scientific value.

Table 10-1 presents the results of the paleontological sensitivity assessment for the PWP planning area based on a review of geologic maps, a literature review, and a records search performed at the University of California, Berkeley Museum of Paleontology (UCMP) on November 10, 2020. No fossil localities have been recorded within the PWP planning area (UCMP 2020).

Table 10-1. Paleontological Sensitivity Assessment

Formation Name and Map Unit Abbreviation	Age	Fossils	Paleontological Sensitivity Rating
Artificial Fill (af)	Holocene	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources.	Not Sensitive
Stream Channel Deposits (Qhc)	Holocene	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources.	Not Sensitive
Alluvial Floodplain Deposits (Qa)	Holocene	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources.	Not Sensitive
Beach Sand (Qb)	Holocene	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources.	Not Sensitive
Dune Sand (Qd)	Holocene	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources.	Not Sensitive
Young Eolian Deposits (Qye)	Holocene	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources.	Not Sensitive
Young Alluvial Valley Deposits (Qya)	Holocene to late Pleistocene	Only three recorded vertebrate localities have yielded Pleistocene-age fossils from San Luis Obispo County—two are from the Plio-Pleistocene age Paso Robles Formation in Camp Roberts, and one is from the Pleistocene-age Quaternary Nonmarine Terrace Deposits in San Miguel. Both of these formations are older than the Young Alluvial Valley Deposits found within the PWP planning area, and all three fossil localities are approximately 43 miles north of the PWP planning area.	Low

Sources: Holland O'Neal 2013, Jennings 1958, Wiegers and Gutierrez 2011, U.C. Berkeley Museum of Paleontology 2020

10.3 Project Impacts

10.3.1 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to geology and soils if it would:

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 California Geological Survey 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, as updated), creating direct or indirect substantial 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?

10.3.1.1 Paleontological Resources

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact on paleontological resources if it would directly or indirectly destroy a unique paleontological resource or site. A “unique paleontological resource or site” is one that is considered significant under the following professional paleontological standards.

An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- a type specimen (i.e., the individual from which a species or subspecies has been described);
- a member of a rare species;

- a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- a skeletal element different from, or a specimen more complete than, those now available for its species; or
- a complete specimen (i.e., all or substantially all of the entire skeleton is present).

The value or importance of different fossil groups varies, depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Marine invertebrates generally are common, the fossil record is well developed and well documented, and they would generally not be considered a unique.

10.3.2 Issues Not Discussed Further in This EIR

Surface Fault Rupture—There are no Alquist-Priolo Fault Zones mapped either within or immediately adjacent to the PWP planning area. Therefore, no impact related to surface fault rupture would occur. This issue is not discussed further in this draft EIR.

Landslides — There are no mapped landslides or landslide hazard zones either within or adjacent to the PWP planning area, and all of the proposed improvement project sites are located on flat terrain. There are no steep slopes either within or adjacent to the PWP planning area that could represent a landslide hazard. Therefore no impact related to landslide hazards would occur. This issue is not discussed further in this draft EIR.

Soil Suitability for Septic Systems — Septic systems are not used on state lands within the PWP planning area. Wastewater treatment is provided either via underground pipelines connected to existing sewage treatment plants within local municipalities, or by vault toilets. Therefore, no impact related to soil suitability for septic systems would occur. This issue is not discussed further in this draft EIR.

10.3.3 Impacts and Mitigation

10.3.3.1 Impacts from PWP Implementation

All buildings would be designed and constructed according to applicable building codes, including the CBC, which are designed to reduce risks from seismic and geologic hazards to the maximum extent practicable during the operational life of the structures. Ongoing operation of park management programs and plans involves structural maintenance and upkeep. New construction only includes facilities that are consistent with existing facilities and do not expand the existing footprint above 10% and for which grading is generally minor. Therefore, implementation of the PWP would result in **less-than-significant impacts** related to seismic and geologic hazards.

Operation and maintenance activities associated with the PWP may include grading of areas larger than 50 cubic yards (the standard amount typically considered routine maintenance in the coastal zone). Grading of amounts larger than 50 cubic yards is subject to all resource management guidelines, and would be conducted in full compliance with all applicable permits such as the National Pollutant Discharge Elimination System

(NPDES) permits issued by the State Water Resources Control Board. OHV riding in the Oceano Dunes SVRA Riding Area would continue. The dunes are active and dynamic, influenced by prevailing ocean winds and seasonal spring winds shaping the dunes. The Dune land soil type is highly susceptible to wind erosion (NRCS 2020). The OHMVR Division would continue to actively protect Park infrastructure and vegetation from encroaching sand dunes through implementation of a variety of measures such as Oceano Dunes SVRA CDP 4-82-300-A5, and installation of linear wind fencing from approximately March to July of each year upwind of Grand Avenue in Grover Beach and Pier Avenue and Strand Way in Oceano. State Parks also implements a Soil Conservation Plan for the Oceano Dunes SVRA (California State Parks 2010). The Soil Conservation Standard and Guidelines (California State Parks 2008) require that OHV recreation facilities be managed for sustainable long-term prescribed use including the minimization of negative effects such as soil loss, erosion, and sedimentation. OHV facilities are further mandated by PRC Sections 5090.2, 5090.35, and 5090.53, which emphasize that OHV use should be managed for sustained long-term use and that the protection of public safety, the appropriate utilization of lands, and the conservation of land resources are of the highest propriety in the management of SVRAs. The California Coastal Act also requires development to reduce potential impacts from geologic and soil conditions. The OHV Best Management Practices (BMPs) Manual gives guidance on selecting, implementing, and maintaining BMPs for OHV-type facilities and construction activities (California State Parks 2007). The manual provides details on BMPs for erosion control (e.g., blankets, mulches, hydroseeding techniques), scour control (e.g., check dams and armoring as in upland swales and ditches), dust control, sediment traps, and waste management. Furthermore, ground disturbance of areas larger than 1 acre requires a Stormwater Pollution Prevention Plan with associated BMPs specifically designed to prevent erosion. State Parks also implements a Stormwater Management Plan (SWMP) for Pismo State Beach and the Oceano Dunes SVRA consistent with the requirements of the NPDES permits issued by the State Water Resources Control Board. Therefore, implementation of the PWP would result in **less-than-significant impacts** related to erosion hazards.

As presented in Table 10-1 and shown in Figure 10-1, most of the PWP planning area is underlain by Holocene-age rock formations, which do not contain unique paleontological resources. The Young Alluvial Valley Deposits contain a small percentage of recent Pleistocene-age materials; however, a records search at the UCMP (2020) indicates there are no recorded fossil localities from within the PWP planning area, and the nearest recorded vertebrate fossil localities from Pleistocene-age formations are approximately 43 miles to the north. Because the Young Alluvial Valley Deposits are considered to be of low paleontological sensitivity and because ongoing maintenance and operational activities associated with implementation of the PWP involve only a limited amount of minor grading for facilities that are consistent with existing facilities and do not expand the existing footprint above 10%, implementation of the PWP would result in **less-than-significant impacts** related to destruction of unique paleontological resources.

Operations and maintenance activities associated with PWP implementation would have no impact on a unique geologic feature (i.e., the dune land associated with the Nipomo Dunes-Point Sal Coastal Area Natural National Landmark or the Guadalupe-Nipomo Dune Complex) because these activities involve only minor construction and grading associated with operations and maintenance of existing programs and facilities. Ongoing OHV riding at the Oceano Dunes SVRA does not destroy or substantially modify the dunes. The dunes constitute an active, not a static, geologic feature; the sand is always present and the dunes

themselves are continually reshaped on a daily basis by strong winds blowing from the Pacific Ocean. OHV riding does not eliminate the sand. Tracks in the sand from OHV riding are eliminated overnight or within 1–2 days from the force of the wind, which constantly redistributes the sand into different patterns regardless of whether OHV riding occurs or not. Furthermore, the OHV riding area includes only approximately 2 miles of the 18-mile-long Guadalupe-Nipomo Dune Complex. Therefore, implementation of the PWP would result in **less-than-significant impacts** related to destruction of a unique geologic feature.

10.3.3.2 Impacts from PWP Development Projects

Impact 10-1 Seismically-Induced Risks to People and Structures from Strong Seismic Ground Shaking and Liquefaction

As discussed in detail in Section 10.2.1, "Seismic Hazards," areas with site amplification conditions similar to those in Oceano, including all of the PWP Development and Small Projects in the PWP planning area, are vulnerable to seismic ground shaking generated by earthquakes. This site amplification may cause shaking from distant earthquakes, which normally would not cause damage, to increase locally to damaging levels. The vulnerability in the PWP planning area is compounded by the widespread distribution of highly liquefiable soils that are expected to re-liquefy when ground shaking is amplified from the next earthquake on regionally active faults, as it was during the 2003 San Simeon earthquake. Holzer et al. (2004) concluded that the experience in Oceano can be expected to repeat in the future because there are several active faults in the region that are capable of generating large earthquakes. In addition, Holzer et al. (2004) concluded that liquefaction and lateral spreading will be more extensive for moderate-size earthquakes that are closer to Oceano than was the 2003 San Simeon earthquake.

However, construction of all project-related buildings that are intended for human habitation is required by law to comply with the requirements of the California Building Standards Code (CBC). The CBC requires that any structure designed for a project site undergo a seismic-design evaluation that assigns the structure to one of six categories, A–F; Category F structures require the most earthquake-resistant design. The CBC philosophy focuses on "collapse prevention," meaning that structures are to be designed to prevent collapse during the maximum level of ground shaking that could reasonably be expected to occur at a site. CBC Chapter 16 specifies exactly how each seismic-design category is to be determined on a site-specific basis, based on site-specific soil characteristics and proximity to potential seismic hazards. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, as well as the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates the analysis of expansive soils and the determination of depth to the groundwater table. For structures in Seismic Design Category C, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading. For structures in Seismic Design Categories D, E, and F, Chapter 18 requires these same analyses plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and loss of soil strength, and lateral movement or reduction of the foundation's soil-bearing capacity. Chapter 18 also requires that mitigation measures be considered in structural design. Mitigation measures may include stabilizing the ground, selecting appropriate foundation types and depths, selecting appropriate structural systems to accommodate anticipated displacements, or using any combination of these measures. The potential for liquefaction and soil strength loss must be evaluated for site-specific peak-ground-acceleration magnitudes and source characteristics

consistent with the design earthquake ground motions. The peak ground acceleration must be determined in a site-specific study, the contents of which are specified in CBC Chapter 18.

As required by the CBC, site-specific geotechnical reports would be prepared by licensed engineers, and recommendations contained therein to provide for seismic safety (as determined by CBC requirements) would be incorporated into the project design and construction of all buildings. Because the CBC is designed to reduce hazards from seismic ground shaking and liquefaction to the maximum extent practicable, the site-specific projects proposed in the PWP planning area would result in **less-than-significant** impacts related to seismic hazards.

Mitigation Measure: No mitigation is required.

Impact 10-2 Potential for Short-Term Construction-Related Erosion and Loss of Topsoil

Soil at the North Beach Campground Facility Improvements Project site consists of Marimel sandy clay loam and Marimel silty clay loam, which have a low wind and water erosion hazard (NRCS 2020). Soil at the Oso Flaco Improvement Project site consists primarily of Camarillo sandy loam, Camarillo loam, and Mocho loam. The Camarillo sandy loam has a moderately high wind erosion hazard, while the other two soils have a low wind erosion hazard.

The Pismo Creek Estuarine (Floating) Bridge Project site, Oceano Campground Infrastructure Improvement Project site, Oceano Campground Campfire Replacement Project site, Pier and Grand Avenue Entrances and Lifeguard Towers Project sites, Pismo State Beach Boardwalk Project site, Trash Enclosure Project site, Safety and Education Center Replacement Project site, 40 Acre Riding Trail site, and a portion of the Oso Flaco Lake Boardwalk Replacement Project site, are located in soil classified as Dune land (i.e., sand dunes). Soil at the Park Corporation Yard Improvement Project Site is classified as Oceano sand, Psamments (i.e., loamy fine sand), and Fluvents (i.e., alluvial soils where development is prevented by repeated deposition of sediment in periodic floods). Soil at the Butterfly Grove Public Access Project site is classified as Oceano sand, and soil at the Phillips 66/Southern Entrance Project site is classified as Oceano sand and Dune land. All of these soils have a high potential for wind erosion. These soils are highly permeable, and have a low water erosion hazard (as related to rainfall and stormwater runoff) (NRCS 2020). Beach sand, along the edge of the Pacific Ocean, is highly erodable from both wind and wave action.

However, the 2008 Soil Conservation Standard and supporting Guidelines are intended to ensure appropriate resource management and maintenance in areas of OHV use (California State Parks 2008). The Soil Conservation Standard states that OHV recreation facilities must be managed for sustainable long-term prescribed use including the minimization of negative effects such as soil loss, erosion, and sedimentation. The 2008 Guidelines provide tools and techniques that may be used to meet the 2008 Standard. In addition, the OHV Best Management Practices (BMPs) Manual gives guidance on selecting, implementing, and maintaining BMPs for OHV-type facilities and construction activities (California State Parks 2007). The manual provides details on BMPs for erosion control (e.g., blankets, mulches, hydroseeding techniques), scour control (e.g., check dams and armoring as in upland swales and ditches), dust control, sediment traps, and waste management. These standards and guidelines would apply to proposed OHV facilities, such as the 40 Acre Riding Trail project and other trails proposed as part of the PWP. Furthermore, ground disturbance of

areas larger than 1 acre requires preparation of a Stormwater Pollution Prevention Plan and implementation of site-specific BMPs specifically designed to prevent erosion. California State Parks' standard construction contracts (California State Parks 2020) require site-specific contractors to implement SWPPPs that include stabilization of construction access points to minimize sediment trackout, and BMPs to control short-term construction and long-term operational erosion. As part of State Parks standard construction contracts, contractors are required to ensure that stormwater and non-stormwater pollution control work (including erosion control) complies with the requirements in the latest version of the California Stormwater Quality Association (CASQA) BMP Handbook. The contractor must also implement a Construction Site Monitoring Program to ensure that all erosion and sediment control requirements are met. Therefore, the site-specific projects proposed in the PWP planning area would result in **less-than-significant** impacts from short-term construction-related erosion hazards.

Mitigation Measure: No mitigation is required.

Impact 10-3 Increase in Geologic Hazards from Unstable/Expansive Soils

As discussed in detail in Section 10.2.3, "Other Geologic Hazards," the Pismo Creek Estuarine (Floating) Bridge Project site, Oceano Campground Infrastructure Improvement Project site, Oceano Campground Campfire Center Replacement Project site, Butterfly Grove Public Access Project site, Pier and Grand Avenue Entrances and Lifeguard Towers Project sites, Park Corporation Yard Improvement Project site, Pismo State Beach Boardwalk Project site, Trash Enclosure Project site, Safety and Education Center Replacement Project site, 40 Acre Riding Trail site, and a portion of the Oso Flaco Lake Boardwalk Replacement Project site, are classified as native sand and/or recent, unconsolidated alluvial material (NRCS 2020). These materials represent an unstable base upon which to construct building and road foundations, because these soils have a low foundation bearing load strength, and these soils can shift, both of which can result in damage to building foundations and roads. As described previously, these soils are also subject to liquefaction and lateral spreading hazards (Holzer et al. 2004).

Soil at the Oso Flaco Improvement Project site has a low shrink-swell (expansion) potential (NRCS 2020). However, due to the shallow depth to groundwater, the young age and unconsolidated nature of the underlying Young Alluvial Valley Deposits, and the presence of active faults in the region, soil at the Oso Flaco Improvement Project site likely is subject to liquefaction.

Soil at the North Beach Campground Facility Improvements Project site consists of Marimel sandy clay loam and Marimel silty clay loam, both of which have a moderate shrink-swell (expansion) potential (NRCS 2020).

However, by law, buildings and other structures must be designed according to the requirements of the CBC, which contains criteria for reducing structural damage from unstable and expansive soils to the maximum extent practicable.

With compliance with the CBC, the site-specific projects proposed in the PWP planning area would result in **less-than-significant** impacts related to unstable and expansive soils.

Mitigation Measure: No mitigation is required.

Impact 10-4 Potential for Damage to or Destruction of Unique Paleontological Resources

A detailed assessment of potential paleontological resources and a sensitivity determination for each rock formation present in the planning area is provided in Table 10-1, and the location of the geologic formations in the PWP planning area are shown in Figures 10-1a and 10-1b. As presented in Table 10-1, Holocene-age rock formations contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources under CEQA. Thus, the Holocene-age rock formations (which underlie most of the PWP planning area), are not paleontologically sensitive. Therefore, construction-related earthmoving activities associated with the Pismo Creek Estuarine (Floating) Bridge Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Trash Enclosure Project, Safety and Education Center Replacement Project, 40 Acre Riding Trail, western end of the Oso Flaco Lake Boardwalk Replacement Project, and the Phillips 66/Southern Entrance Project would have **no impact** on unique paleontological resources.

As further discussed in Table 10-1 and shown in Figure 10-1, the North Beach Campground Facility Project, Butterfly Grove Public Access Project, eastern end of the Oso Flaco Lake Boardwalk Replacement Project, and the Oso Flaco Improvement Project sites are mapped as Young Alluvial Valley Deposits, undivided. These deposits are primarily of Holocene age, but some late (youngest) Pleistocene materials may be present. No fossil localities have been recorded within the PWP planning area, and the only recorded vertebrate fossil localities in Pleistoene-age sediments are approximately 43 miles north of the planning area. Furthermore, the Pleistocene sediments at these three recorded localities are older than the sediments in the Young Alluvial Valley Deposits in the PWP planning area. Therefore, the Young Alluvial Valley Deposits are considered to be of low paleontological sensitivity. Thus, construction-related earthmoving activities at the North Beach Campground Facility, Butterfly Grove Public Access, eastern end of the Oso Flaco Lake Boardwalk Replacement, and Oso Flaco Improvement Project sites would have a **less-than-significant impact** on unique paleontological resources.

Mitigation Measure: No mitigation is required.

Impact 10-5 Potential for Destruction of a Unique Geologic Feature

Pismo State Beach and the Oceano Dunes SVRA are situated in the Guadalupe-Nipomo Dune Complex, an 18-mile long coastal dune landscape that occupies approximately 18,000 acres in southwestern SLO County and northwestern Santa Barbara County (USFWS 2012). Several sources identify the Guadalupe-Nipomo Dune Complex as "one of the largest coastal dune landscapes along the west coast of North America" (USFWS 2012). A portion of the dune complex was designated in 1974 as the Nipomo Dunes-Point Sal Coastal Area Natural National Landmark, an area that contains "the largest, relatively undisturbed coastal dune tract in California, and is one of the last remaining tracts of pristine rocky coastline in the South Coast Ranges" (NPS 2020). Though these descriptions vary slightly, they generally identify the Guadalupe-Nipomo Dune Complex as a unique coastal dune landscape with few, if any, parallels in size.

The following site-specific improvement projects are located within existing developed areas that would not constitute a unique geologic feature: Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, and Phillips 66/Southern Entrance Project. Thus there would be **no impact**.

The Butterfly Grove Public Access Project is specifically designed to prevent erosion and overcrowding at this existing natural area composed of a mixed forest and coastal scrub community. This forested area is not a unique geologic feature, and thus there would be **no impact**.

The Oso Flaco Improvement Project site consists primarily of agricultural cropland and a riparian area long Oso Flaco Creek. The Oso Flaco Lake Boardwalk Replacement Project would be located across this small natural lake in an east-west direction. Installation of a new pedestrian-only access trail in the Dune land on the north side of Oso Flaco Creek, and replacement of the existing boardwalk over Oso Flaco Lake, would improve and continue recreational access and would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes north of Oso Flaco Creek or Oso Flaco Lake) as compared to current conditions.

The Pier and Grand Avenue Entrances and Lifeguard Towers Project and Safety and Education Center Replacement Project involve replacement of existing facilities in the same locations. The proposed replacement facilities would substantially enhance the viewshed and scenic quality for visitors to the dunes. Because these projects involve replacement in the same locations, construction would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes) as compared to current conditions.

The Pismo State Beach Boardwalk Project is designed to improve recreational access for pedestrians to the dune landscape. Installation of the boardwalk involves a narrow wooden linear platform, which would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes) as compared to current conditions. Similarly, the additional 40 Acre Riding Trail at the southern end of the Oceano Dunes SVRA Riding Area would allow OHV riding on a designated trail, similar to the other trails throughout the State Parks' OHV system, and therefore would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes) as compared to current conditions. The Trash Enclosure Project is too small to adversely affect the dune complex as a unique geologic feature.

For the reasons stated above, the Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, 40 Acre Riding Trail Project, Safety and Education Center Replacement Project, Trash Enclosure Project, Oso Flaco Lake Boardwalk Replacement Project, and the Oso Flaco Improvement Project would all have **less-than-significant impacts** related to destruction of a unique geologic feature.

Mitigation Measure: No mitigation is required.

10.4 Cumulative Effects

10.4.1 Seismic Effects

The project region is seismically active. Thus, the projects considered in this cumulative analysis, as well as the PWP, could experience damage from seismic

hazards such as strong seismic ground shaking or liquefaction. However, each project considered in this cumulative analysis, along with the PWP, must individually meet the requirements of the CBC, which are specifically intended to reduce damage from seismic events to the maximum extent practicable. In addition to compliance with the CBC, private developers and local City and County agency projects must implement the requirements of local City and County building codes, ordinances, and policies (e.g., grading and erosion control plans), all of which are specifically designed to reduce damage from seismic hazards. Finally, the potential for damage from seismic hazards is site-specific, and thus there is no additive effect. Therefore, there would be **no cumulative** effect due to seismic ground shaking.

10.4.2 Soil Erosion

Please see the cumulative impact analysis in Chapter 13, "Hydrology and Water Quality."

10.4.3 Unstable or Expansive Soils

Portions of the project region include areas with a high soil shrink-swell potential. Furthermore, new construction that occurs in the San Luis Range could occur in areas of steep slopes where landslides may represent a hazard. Much of the project region is also subject to liquefaction hazards. Depending on the location of the projects considered in this cumulative analysis, damage from these hazards could occur. The PWP planning area is not located in an area where steep slopes are present, and based on a review of NRCS (2020) soil survey data the PWP planning area is not subject to hazards from a high shrink-swell potential. With regards to liquefaction, the projects considered in this cumulative analysis, along with the PWP, are required to comply with the CBC, which requires specific design and construction methods that are specifically intended to reduce liquefaction hazards. In addition to compliance with the CBC, private developers and local City and County agency projects must implement the requirements of local City and County building codes, ordinances, and policies, which are specifically designed to reduce damage hazards from construction in areas subject to liquefaction. Furthermore, the potential for damage is site-specific, and thus there is no additive effect. Therefore, there would be **no cumulative** impact due to unstable or expansive soils.

10.4.4 Paleontological Resources

Fossil discoveries resulting from excavation and earth-moving activities associated with development are occurring with increasing frequency throughout the state. The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Unique, scientifically-important fossil discoveries are relatively rare, and the likelihood of encountering them is site-specific and is based on the specific geologic rock formations that are present at any given project site. These geologic formations vary from location to location.

The project region includes Pleistocene-age rock formations such as the Paso Robles, and Miocene-age rock formations such as the Temblor, Monterey, Caliente, and Santa Margarita (among others), which have yielded a variety of vertebrate and invertebrate fossils, and thus are known to be paleontologically sensitive. Therefore, earthmoving activities associated with the projects considered in this cumulative analysis—if located in these formations—could damage or destroy unique paleontological resources. Therefore, some of the projects considered in this cumulative analysis could result in a significant

cumulative impact. However, earthmoving activities associated with the PWP would occur in rock formations of no or low palynologically sensitivity. Therefore, the PWP would result in a **less-than-significant** cumulative impact from damage or destruction of unique paleontological resources.

10.4.5 Unique Geologic Features

Several of the projects considered in this cumulative analysis would occur in the Guadalupe-Nipomo Dune Complex, which is a unique geologic feature (i.e., a unique coastal dune landscape). However, these projects would either be located underground, or they have been specifically designed, as with the PWP, such that they would not adversely affect the visual or recreational features associated with the Guadalupe-Nipomo Dune Complex that result in its designation as a unique geologic feature. Therefore, the PWP would result in a **less-than-significant** cumulative impact from destruction of a unique geologic feature.

11.0 GREENHOUSE GAS EMISSIONS

11.1 Regulatory Setting

While many federal, state, regional, and local plans, policies, and regulations pertaining to greenhouse gas (GHG) emissions do not directly apply to the implementation of the PWP, the information below is helpful for understanding the overall context for GHG emissions impacts and strategies to reduce GHG emissions.

11.1.1 Federal

11.1.1.1 U.S. Environmental Protection Agency "Endangerment" and "Cause or Contribute" Findings

On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Endangerment Finding: The current and projected concentrations of the six key GHGs—CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorinated chemicals, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to GHG pollution, which threatens public health and welfare.

11.1.2 State

As described in Volume I, Section 2.2.7, "Climate Change and Sea-Level Rise," State Parks comprehensively evaluates the potential impacts of sea-level rise, coastal storm surge, and other extreme events on all new projects, facilities, and resource protection efforts in low-lying or susceptible areas of coastal park units. In addition, State Parks is currently undertaking a comprehensive update of its Sea Level Rise and Climate Change Policy, which is expected to be published in early 2021.

The State's legal framework for GHG emission reductions has come about through Executive Orders, legislation, regulations, and court decisions.

11.1.2.1 Statewide Emission Reduction Targets Pursuant to the California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32, and Executive Orders S-3-05 and B-30-15)

Executive Order S-3-*05 (2005) and Assembly Bill (AB) 32 (2006)*

Issued by the Governor in recognition of California's vulnerability to the effects of climate change, Executive Order (EO) S-3-05 established progressive GHG emission reduction targets for the State, as follows:

- By 2010, reduce GHG emission to the year 2000 level;

- By 2020, reduce GHG emissions to the year 1990 level; and,

- By 2050, reduce GHG emissions to 80 percent below the 1990 level.

The California Global Warming Solutions Act of 2006, commonly known as AB 32, further detailed and put into law the midterm GHG reduction target established in EO S-3-05 to reduce statewide GHG emissions to 1990 levels by 2020 and created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 also directed CARB to accomplish the following core tasks:

- Establish the statewide goal of reducing GHG emissions.
- Establish a mandatory reporting system to track and monitor emissions levels.
- Develop various compliance options and enforcement mechanisms.

EO *B-30-15 (2014) and Senate Bill 32*

EO B-30-15 established a statewide GHG reduction goal of 40 percent below 1990 levels by 2030. This emission reduction goal serves as an interim goal between the AB 32 target to achieve 1990 emission levels by 2020 and the long-term goal set by EO S-3-05 to reduce statewide emissions 80 percent below 1990 levels by 2050. In addition, the executive order aligned California's 2030 GHG reduction goal with the European Union's 2030 reduction target that was adopted in October 2014.

SB 32 signed into law the emissions goal of EO B-30-15, extending the provisions of AB 32 from 2020 to 2030 with the target of 40 percent below 1990 levels by 2030.

11.1.3 Executive Order B-55-18 (2018)

Executive Order B-55-18 acknowledges the environmental, community, and public health risks posed by future climate change. It further recognizes the climate stabilization goal adopted by 194 states and the European Union under the Paris Agreement. Based on the worldwide scientific agreement that carbon neutrality must be achieved by midcentury, EO B-55-18 establishes a new State goal to achieve carbon neutrality as soon as possible and no later than 2045, and to achieve and maintain net negative emissions thereafter. The EO charges CARB with developing a framework for implementing and tracking progress towards these goals.

11.1.4 Climate Change Scoping Plan

Pursuant to AB 32, CARB adopted the initial Climate Change Scoping Plan (Scoping Plan) in December 2008, identifying measures to meet the 2020 GHG reduction target.

ARB is required to update the Scoping Plan at least once every five years to evaluate progress and develop future inventories that may guide this process. The First Update to the Climate Change Scoping Plan: Building on the Framework (2014 Scoping Plan Update) determined that the state was on schedule to achieve the 2020 target. However, an accelerated reduction in GHG emissions would be required to achieve the EO S-3-05 emissions reduction target for 2050.

In November 2017, ARB released its second update to the Scoping Plan, California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan Update) (ARB 2017). The 2030 target of a 40 percent reduction in GHG emissions below 1990 statewide GHG emissions (consistent with Executive Order B-30-15, which is outlined below) guides the 2017 Scoping Plan Update (ARB 2017). The 2017 Scoping Plan Update establishes a plan of action, consisting of a variety of strategies to be implemented

rather than a single solution, for California to reduce statewide emissions by 40 percent by 2030 compared to 1990 levels (ARB 2017).

11.1.5 Renewables Portfolio Standard

SB 1078, SB 107, EO S 14 08, and SB X1-2 have established increasingly stringent renewable portfolio standard (RPS) requirements for California's utility companies. RPS-eligible energy sources include wind, solar, geothermal, biomass, and small-scale hydro projects.

- SB 1078 required investor-owned utilities to provide at least 20 percent of their electricity from renewable resources by 2020.
- SB 107 accelerated the SB 1078 timeframe to take effect in 2010.
- EO-S-14-08, codified by SB X1-2, increased the RPS further to 33 percent by 2020.
- SB 350 increased the RPS to 50 percent by 2030.
- SB 100 increased the RPS to 60 percent by 2030 and required the State's electricity to come from carbon-free resources by 2045.

These requirements reduce the carbon content of electricity generation and reduce GHG emissions associated with both existing and new development.

11.1.6 California Code of Regulations, Title 20 and 24

New buildings constructed in California must comply with the standards contained in California Code of Regulations (CCR) Title 20, Energy Building Regulations, and Title 24, Energy Conservation Standards.

Title 20 standards range from power plant procedures and siting to energy efficiency standards for appliances, ensuring reliable energy sources are provided and diversified through energy efficiency and renewable energy resources. California's 2009 Appliance Efficiency Regulations (20 CCR 1601–1608) were adopted by the CEC on December 3, 2008, and approved by the California Office of Administrative Law on July 10, 2009. The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

Title 24 requires the design of building shells and building components to conserve energy. The Energy Conservation Standards for new residential and nonresidential buildings were established by the CEC in June 1977 June 1977 and were most recently revised in 2019 (Title 24, Part 6 of the California Code of Regulations [Title 24]). Title 24 governs energy consumed by commercial and residential buildings in California. This includes the HVAC system; water heating; and some fixed lighting. Non-building energy use, or "plug-in" energy use, is not covered by Title 24. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. California's Building Energy Efficiency Standards are updated on an approximate three-year cycle. The most recent update was in 2019 and took effect July 1, 2020. Nonresidential buildings are anticipated to consume 30 percent less energy as compared to nonresidential buildings constructed under the 2016 California Energy Code, primarily through prescriptive requirements for high-efficiency lighting (CEC 2018).

11.1.7 Regional and Local

11.1.8 County Plans and Programs

In 2005, the SLOAPCD Board approved APCD staff's proposal to take actions locally to address climate change. Many of the air pollution programs already in place throughout the county reduce ozone forming pollutants and toxic air contaminant emissions, but also have ancillary benefits of reducing GHG emissions. The APCD's Climate Protection Program identifies particular actions that could be implemented to specifically address GHG emissions at the local level. These actions include but are not limited to: developing public education and outreach campaigns on climate change; targeting a percentage of mitigation grant funds for GHG emission reductions; encouraging and providing support for local governments to join the Cities for Climate Protection Program; and developing a partnership with California Polytechnic State University for addressing climate change.

While these plans have no direct bearing on the proposed PWP, San Luis Obispo County and seven incorporated cities throughout the region, including the City of Pismo Beach and City of Grover Beach, have developed climate action plans that are currently being implemented. In 2010, the County developed an Integrated Climate Change Adaptation Planning report to address climate adaptation strategies for the region. The report provides a suite of adaptation strategies that were developed by local leaders and experts during a series of workshops in 2009-2010. In its 2014 Climate Action Plan, the City set a target of reducing GHG emissions by 10 percent below 2005 levels by 2020. In its 2014 Climate Action Plan, the City of Grover Beach set a target of reducing GHG emissions by 15 percent below 2005 levels by 2020, consistent with AB 32.

In March 2012, the APCD approved thresholds for Greenhouse Gas (GHG) emission impacts, and these thresholds have been incorporated into the CEQA Air Quality Handbook. The Bright-Line Threshold of 1,150 Metric Tons CO_2/year (MT CO_2e/yr) is the most applicable GHG threshold for most projects. Table 1-1 in the APCD CEQA Air Quality Handbook provides a list of general land uses and the estimated sizes or capacity of those uses expected to exceed the GHG Bight Line Threshold of 1,150 MT CO_2/yr. However, for construction phase GHG evaluations, the APCD CEQA Air Quality Handbook stipulates that short-term GHG impacts from construction shall be amortized over the life of the project (50 years for residential or residential support facilities and 25 years for commercial or industrial facilities) and added to the annual average operational emissions for comparison to the operational thresholds.

11.2 Environmental Setting

Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as "greenhouse" gases (GHGs). GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change.

The following are the principal GHG pollutants that contribute to climate change and their primary emission sources:

- **Carbon Dioxide**: Natural sources of CO_2 include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; and evaporation from oceans. Anthropogenic (human) sources include burning of coal, oil, natural gas, and wood.
- **Methane**: CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous Oxide**: Primary human-related sources of N_2O are agricultural soil management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests.
- **Fluorinated gases**: These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes called High Global Warming Potential (High GWP) gases. These High GWP gases include:
    - Chlorofluorocarbons (CFC)s: These GHGs are used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants.
    - Perfluorinated Chemicals (PFCs): PFCs are emitted as by-products of industrial processes and are also used in manufacturing.
    - Sulfur hexafluoride (SF_6): This is a strong GHG used primarily as an insulator in electrical transmission and distribution systems.
    - Hydrochlorofluorocarbons (HCFCs): These have been introduced as temporary replacements for CFCs and are also GHGs.
    - Hydrofluorocarbons (HFCs): These were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are GHGs emitted as by-products of industrial processes and are also used in manufacturing.

GHGs are not monitored at local air pollution monitoring stations and do not represent a direct impact to human health. Rather, GHGs generated locally contribute to global concentrations of GHGs, which result in changes to the climate and environment.

Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 parts per million in the early 1800s to 411 parts per million in March 2019 (NOAA 2020). The effects of increased GHG concentrations in the atmosphere include climate change (increasing temperature and shifts in precipitation patterns and amounts), reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare. GHGs can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison,

CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2.

In order to better understand the sources and magnitudes of GHG emissions, public and private entities at the federal, state, and local level are developing GHG inventories. The Assembly Bill (AB) 32 Scoping Plan (the Scoping Plan) identifies the primary GHG emission "sectors," or types of activities, that account for the majority of GHG emissions generated within California. A brief description of each of the GHG emission sectors is provided below.

- **Transportation**: GHG emissions associated with on-road motor vehicles, off-road equipment, recreational vehicles, aviation, ships, and rail. Transportation is the largest emissions sector for the state as a whole (and for San Luis Obispo County[1], as well).
- **Electricity**: GHG emissions associated with use and production of electrical energy. Approximately 25 percent of electricity consumed in California is imported; thus, GHG emissions associated with out-of-state electricity production are also included as part of this sector.
- **Industry**: GHG emissions associated with industrial land uses (e.g., manufacturing plants and refineries). Industrial sources are predominantly composed of stationary sources (e.g., boilers and engines) associated with process emissions.
- **Commercial and Residential**: Commercial and residential GHG emission sources include area sources such as landscape maintenance equipment, fireplaces, and natural gas consumption for space and water heating.
- **Agriculture**: GHG emissions associated with agricultural processes. Agricultural sources of GHG emissions include off-road farm equipment, irrigation pumps, residue burning, livestock, and fertilizer volatilization.
- **High Global Warming Potential**: This sector represents the generation of high GWP GHGs. Examples of high GWP GHG sources include refrigerants (e.g., hydrofluorocarbons [HFCs], chlorofluorocarbons [CFCs]) and electrical insulation (e.g., sulfur hexafluoride). Although these GHGs are typically generated in much smaller quantities than CO_2, their high GWP results in considerable CO_2e.
- **Recycling and Waste**: GHG emissions associated with waste management facilities and landfills.

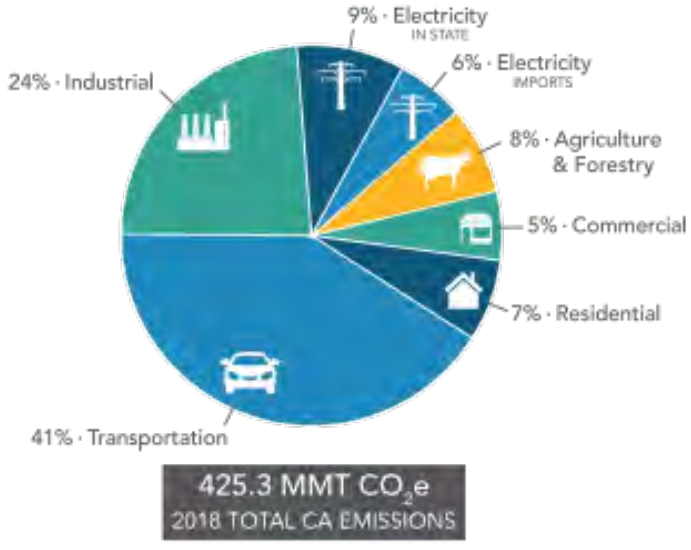
The ARB prepares an annual, statewide GHG emissions inventory, including an analysis of emissions by sector. As shown in Figure 11-1, California produced 425.3 million MT CO_2e in 2018 (the latest available full year of reporting). Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2018, accounting for 41 percent of total GHG emissions. Transportation was followed by industry, which accounted for 24 percent, and then the electricity sector (including in-state and out-of-state sources) accounted for 9 percent of total GHG emissions (ARB 2020).

[1] For more detail, please see the County's EnergyWise Plan, which includes a GHG emissions inventory in Chapter 3: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Energy-and-Climate-Reports/EnergyWise-Plan.pdf.

California has implemented several programs and regulatory measures to reduce GHG emissions. Figure 11-2 demonstrates California's progress in achieving statewide GHG emissions reduction targets. Since 2007, California's GHG emissions have been declining; GHG emissions have continued to decline even as population and gross domestic product have increased.

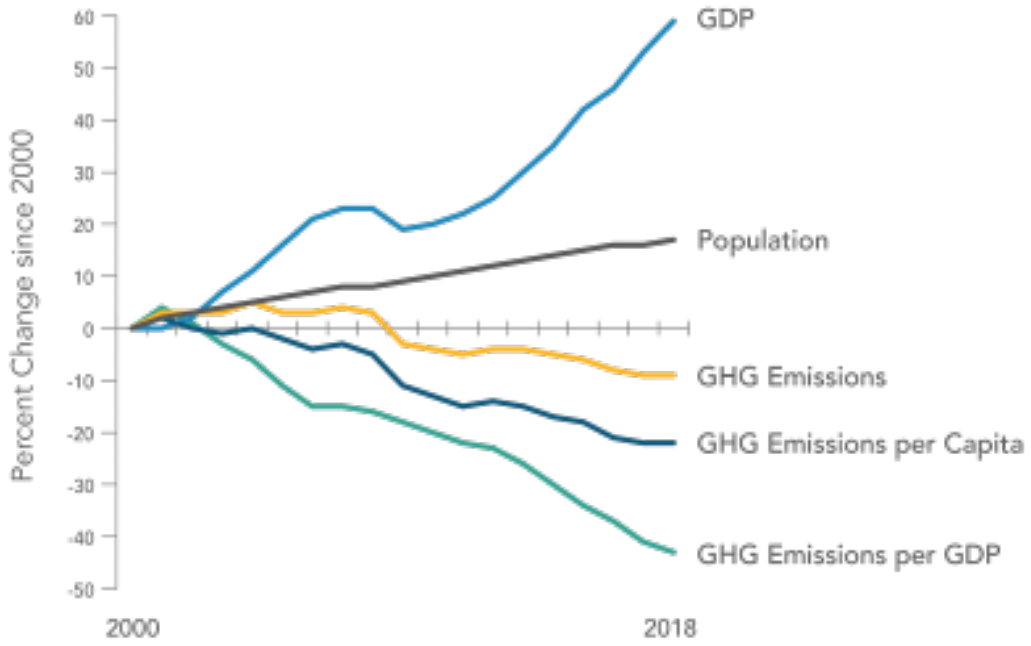
In 2010, the County of San Luis Obispo approved the 2006 Baseline GHG Emissions Inventory (Inventory) as part of the County's update of the Conservation and Open Space Element of the General Plan. The primary sectors of GHG emissions associated with unincorporated San Luis Obispo County were found to be transportation (40 percent), commercial and industrial energy (24 percent), agriculture (off-road equipment, livestock, and crops) (18 percent), residential energy (15 percent), waste (3 percent), and aircraft (less than 0.1 percent) (County of San Luis Obispo 2011).

As part of its 2014 Climate Action Plan, the City of Pismo Beach completed a 2005 baseline GHG emissions inventory, which estimated that 60 percent of communitywide emissions were associated with the transportation sector, while residential and non-residential energy demand accounted for another 34 percent of total emissions, which were 87,077 MT CO_2e. Government operations generated approximately 1,897 MT CO_2e in 2005 with 28 percent from wastewater facilities, 16 percent from use of the vehicle fleet, 12 percent from water delivery, and 9 percent from buildings and facilities (City of Pismo Beach 2014). Similarly, the City of Grover Beach completed a 2005 GHG emissions inventory as part of its 2014 Climate Action Plan. The City of Grover Beach estimated that 39 percent of communitywide emissions were associated with the transportation sector, while residential and non-residential energy demand accounted for another 46 percent of total emissions, which were 48,169 MT CO_2e. Government operations generated approximately 1,344 MT of CO_2e in 2005 with 71 percent from use of the vehicle fleet, 15 percent from water delivery, 7 percent from buildings and facilities, and 1 percent from wastewater facilities (City of Grover Beach 2014).



Source: ARB 2020

Figure 11-1. 2018 California GHG Emissions Inventory by Sector



Source: ARB 2020

Figure 11-2. Trends in California GHG Emissions (Years 2000 to 2018)

11.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to GHG emissions if it would:

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

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

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

CEQA Guidelines Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

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

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

- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

In March 2012, the APCD adopted GHG thresholds in order to help lead agencies meet the GHG reduction goals of AB 32. The APCD's approach to developing a threshold of significance for GHG emissions was to identify the GHG emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted at that time to reduce statewide GHG emissions; these thresholds have been incorporated into the CEQA Air Quality Handbook. The Bright-Line Threshold of 1,150 MT CO_2e/yr is the most applicable GHG threshold for most projects. Table 1-1 in the APCD CEQA Air Quality Handbook provides a list of general land uses and the estimated sizes or capacity of those uses expected to exceed the GHG Bight Line Threshold of 1,150 MT CO_2/yr. For construction phase GHG evaluations, the APCD CEQA Air Quality Handbook stipulates that short-term GHG impacts from construction shall be amortized over the life of the project (50 years for residential or residential support facilities and 25 years for commercial or industrial facilities) and added to the annual average operational emissions for comparison to the operational thresholds. The City of Pismo Beach and City of Grover Beach climate action plans both indicate that the emissions from construction-only projects should be amortized over the life of the subject project and compared to an adopted GHG Reduction Strategy or Bright-Line Threshold only.

The APCD thresholds were established for the purposes of meeting AB 32 GHG emissions targets for the year 2020. However, the site-specific projects would be developed post-2020. The Climate Action Plans adopted by the Cities of Pismo Beach and Grover Beach do not establish a GHG emissions reduction target for year 2030 consistent with the target set by SB 32. This analysis qualitatively evaluates the significance of the project's GHG emissions in light of the checklist questions from Appendix G of the CEQA Guidelines, as well as CEQA Guidelines Sections 15064.4(b)(1) and 15064.4(b)(3).

11.3.1 Impacts and Mitigation

11.3.1.1 Impacts from PWP Implementation

Implementation of the park management programs and plans under the proposed PWP would not result in a net increase in GHG emissions or any conflict with a policy or regulation adopted for the purpose of reducing the emissions of GHGs. Park facilities and grounds maintenance

activities, as well as the majority of the other programs and plans, under the proposed PWP have been occurring and presently occur in the PWP area, and, therefore, are considered part of the baseline conditions for this analysis; natural resource management programs, as described in Section 3.4.3, are covered under the draft Habitat Conservation Plan and EIR and, as demonstrated in that EIR, they do not increase emissions or conflict with any relevant policy or program. There will be no net increase in park user or staff vehicle activity or use of off-road maintenance equipment associated with implementation of the proposed PWP, and therefore no net increase in GHG emissions associated with PWP implementation; there is **no impact** associated with GHG emissions and implementation of the PWP.

11.3.1.2 Impacts from PWP Development and Small Development Projects

Impact 11-1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Project construction would generate temporary GHG emissions primarily from diesel-powered construction equipment, vehicles transporting construction workers, and heavy trucks transporting materials and construction equipment. Construction-related GHG emissions were estimated using the methodology discussed in Section 6, "Air Quality." Construction activities associated with the proposed Oso Flaco (Initial and Future) Improvement Projects, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, Pismo Creek Estuary Seasonal (Floating) Bridge Installation, 40-Acre Riding Trail Installation, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, Oceano Campground Campfire Center Replacement Project, and Trash Exclosure at Post 2/Beach Trash Management are anticipated to occur over approximately 8 years; a best available estimate of when each project would be constructed was used to estimate construction-related GHG emissions that would be generated by each site-specific project and in each year of construction.

In accordance with SLOAPCD guidance, annual GHG emissions were totaled and amortized; as there will be a range of project-types, an amortization period of 25 years was conservatively used. Average annual, as well as total and amortized, construction-related emissions are presented below in Table 11-1. As shown therein, total construction-related emissions would be approximately 3,067 MT CO_2e, or an average of 383 MT CO_2e per year over the approximately 8 years of construction. When total emissions are amortized over 25 years, amortized emissions come to approximately 123 MT CO_2e per year. Please refer to Appendix B for detailed modeling inputs and emissions calculations.

Table 11-1. Construction-Related GHG Emissions Summary

Development Project	Earliest Anticipated Construction Start Year	Approximate Construction Duration	Metric Tons CO_2e
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	38
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	32
North Beach Campground Facility Improvements	2022	6 months	47
Oceano Campground Campfire Center Replacement	2022	3 months	34
Replacement of the Safety and Education Center	2022	3 months	32
Pismo State Beach Boardwalk	2022	6 months	132
Butterfly Grove Public Access	2023	3 months	35
Oceano Campground Infrastructure Improvement	2024	9 months	217
40-Acre Riding Trail Installation	2024	6 months	59
Oso Flaco Boardwalk Replacement	2024	6 months	156
Park Corporation Yard Improvement (Phase 1)	2025	9 months	297
Park Corporation Yard Improvement (Phase 2)	2025	3 months	71
Oso Flaco (Initial) Improvement (Note that maximum quarterly assumes overlap of maximum quarter emissions for vegetation / trails model and other construction model)	2026	2 years	871
Oso Flaco (Future) Improvement	2028	3 years	1,040
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Twice Annually	3 days	6
Total Greenhouse Gas Emissions	–	–	**3,067**
Average Annual Greenhouse Gas Emissions	–	–	**383**
Amortized Greenhouse Gas Emissions (over 25 years)	–	–	**123**

Source: Estimated by AECOM, 2020, using CalEEMod Version 2016.3.2. See Appendix B for detailed modeling inputs, assumptions, and outputs.

The Development Projects are primarily construction-only projects and any building and utility construction would be for the purpose of replacing existing infrastructure that is several years old; the replacement infrastructure would meet current building standards, including energy standards, which would be more energy efficient and generate fewer GHG emissions than the current infrastructure. New buildings would be associated with implementation of the Oso Flaco (Initial) Improvement Project, Oso Flaco (Future) Improvement Project and the Park Corporation Yard Improvement. Implementation of the site-specific projects may shift overall user and staff traffic patterns, but are not anticipated to generate an increase in park users or staffing requirements, and therefore would not increase overall vehicle use or associated mobile-source GHG emissions. Total long-term annual GHG emissions, inclusive of operational and amortized construction-related emissions, are presented in Table 11-2.

Implementation of the PWP Development Projects and Small Development Projects would also result in some removal of vegetation, as detailed in Tables 7-1, and 7-2 "Habitat Impact Acreages on PWP Development and Small Development Projects," in Chapter 7, "Biological Resources," of this EIR. Although there would also be ongoing vegetation management and revegetation throughout the PWP area, the potential loss of carbon sequestration that could occur as a result of initial vegetation loss was estimated using CalEEMod, based on the vegetation type and acreages that would potentially be lost with each site-specific project. In total, approximately 1,168 MT CO_2e of sequestration potential could be lost due to vegetation loss over the duration of construction of site-specific improvement projects throughout the PWP area. These emissions were also amortized and incorporated in the total annual emissions estimates shown in Table 11-2.

Table 11-2. Combined Amortized Construction and Operational Annual Greenhouse Gas Emissions

Emissions Source	**Metric Tons CO_2e per Year**
Amortized Construction Emissions	123
Amortized Carbon Sequestration Loss	47
Operational	
Park Corporation Yard Phase 1	35.56
Area	*0.00*
Energy	*29.78*
Waste	*3.03*
Water	*2.74*
Park Corporation Yard Phase 2	30.95
Area	*0.00*
Energy	*23.41*
Waste	*3.96*
Water	*3.57*
Oso Flaco Initial Improvements	13.89
Area	*0.00*
Energy	*10.65*
Waste	*1.70*
Water	*1.54*
Oso Flaco Future Improvements	59.05
Area	*0.46*
Energy	*36.81*
Waste	*11.46*
Water	*10.32*
Total Operational Emissions	**139.45**
Total Annual Emissions (amortized construction + amortized carbon sequestration loss + operational)	**309**

Source: Estimated by AECOM, 2020, using CalEEMod Version 2016.3.2. See Appendix B for detailed modeling inputs, assumptions, and outputs.

The primary GHG emissions source associated with implementation of the Development Projects are construction-related emissions associated with heavy-duty equipment and construction-related vehicle trips, as well as energy requirements to support new, not replacement, facilities. With regard to construction, where feasible, activities would be completed by Parks staff and therefore the worker trip rate and distance used to estimate construction-related mobile source emissions would tend to overestimate the actual emissions associated with construction implementation. With regard to operations, new and replacement infrastructure would comply with increasingly stringent State building efficiency requirements under the California Building Standards Code. The replacement infrastructure, therefore, would be anticipated to be more energy efficient than the existing infrastructure and generate a net decrease in long-term operational emissions. In addition, electricity that would serve new and replacement facilities would be provided by PG&E, which is held to the State Renewable Portfolio Standards. PG&E is increasingly incorporating non-GHG generating energy sources in its power mix. The proposed site-specific improvement projects would be implemented over several years, but the utility CO_2 intensity factor used to estimate GHG emissions associated with energy use was based on the most current intensity factor as provided by PG&E for 2018 operations in their Corporate Responsibility and Sustainability Report (PG&E 2018). As such, the GHG emissions associated with long-term energy demand would actually decrease over time as the PG&E power mix becomes increasingly dependent on non-GHG emitting sources.

While the current district thresholds are not applicable to projects that would be implemented after the year 2020, they provide a point of reference for the magnitude of overall GHG emissions that would be generated by implementation of the proposed site-specific projects. As shown in Table 11-2, total long-term annual GHG emissions, considering amortized construction emissions, sequestration loss, and annual operational emissions, would be approximately 310 MT CO_2e per year, less than one-third of the current Bright-Line Threshold. In addition, as a point of reference, the Sacramento Metropolitan Air Quality Management District recently reevaluated its GHG thresholds to align with the 2030 State GHG emissions target and SB 32 – the approach, while administered in Sacramento County, would be applicable statewide, since the methodology is tied to the framework created by state legislation. In doing so, while the Sacramento Metropolitan Air Quality Management District operational thresholds were revised, the construction bright-line threshold of 1,100 MT CO_2e/year was upheld.

With consideration for the existing SLOAPCD emissions thresholds, the revised Sacramento Metropolitan Air Quality Management District thresholds, and the minor long-term net increase in emissions that could occur as a result of the construction of proposed site-specific projects, implementation of site-specific projects would not generate GHG emissions at a rate or in an amount that would directly or indirectly have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; this impact is **less than cumulatively considerable**.

Note that the Phillips 66/Southern Entrance Project could involve additional construction activities and could result in additional operational emissions associated with future use. Construction would be temporary, and emissions would stop at the end of the construction duration. Construction would be anticipated to occur several years into the future, not likely concurrently with other Development Projects included in Table 11-2, and therefore not increase the average annual emissions but would increase the total GHG emissions over the extended construction timeline. Operational emissions could be generated if there would be an increase in vehicle activity associated with user and staff activity, energy demand associated

with building or ancillary facility operations, and any increase in water use or waste generation. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis. Additional environmental analysis, including additional detailed modelling would be conducted at the time that the project would moves forward and additional details become available.

Mitigation Measures: No mitigation is required

11.4 Cumulative Effects

The geographic scope for related projects considered in the cumulative effect analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. It is unlikely that a single project will contribute significantly to climate change, but cumulative emissions from many projects could affect global GHG concentrations and the climate system, which is considered a significant cumulative effect. Therefore, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to the significant impact of global climate change is cumulatively considerable. As described in the discussion of Impact 11-1 above implementation of the proposed PWP and site-specific projects would not result in the generation of GHG emissions at a rate or in an amount that would directly or indirectly have a significant impact on the environment, or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, the contribution of GHG emissions generated by the proposed PWP and site-specific projects would be that would be **less than cumulatively considerable.**

12.0 HAZARDS AND HAZARDOUS MATERIALS

12.1 Regulatory Setting

PWP Volume 1 Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act" includes a discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with PWP consistency, related to coastal plans and the Coastal Act that are applicable to hazards and hazardous materials.

12.2 Environmental Setting

12.2.1 Known Hazardous Materials

For purposes of this chapter, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined by federal regulations as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 Code of Federal Regulations [CFR] 171.8). California Health and Safety Code Section 25501 defines a hazardous material as "…any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment."

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly. Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that "…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed."

12.2.1.1 Park Corporation Yard

State Parks operates a 4.3-acre Corporation Yard adjacent to SR 1 in Pismo State Beach, approximately 0.4 miles north of Pier Avenue and 0.7 miles south of Grand Avenue. The Corporation Yard is the hub for daily park operations within the Oceano Dunes District (which includes Pismo State Beach and the Oceano Dunes SVRA). The Corporation Yard includes a ranger station, residences, maintenance office, vehicle and equipment maintenance and repair shops, vehicle wash rack, fueling station, material and waste storage areas, greenhouse, and both paved and dirt/gravel parking areas. A small, 0.3-acre dirt lot storage area (storage yard) is located to the west of Meadow Creek along the opposite bank from the main facility.

Hazardous materials that may be stored in the Corporation Yard include unleaded gasoline, diesel fuel, oil, solvents, paint, and tires to be recycled. Gasoline and diesel fuel are stored in two above-ground storage tanks: a 1,500-gallon gasoline tank and a 500-gallon diesel tank. Hazardous materials are collected annually by a hazardous materials recycler. Every employee who handles these materials receives training and education. Safety meetings are held at the Corporation Yard weekly for maintenance staff members and as needed for support staff members.

12.2.1.2 Lead and Asbestos in Older Structures

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by EPA and the Occupational Health and Safety Administration (OSHA) to be an adverse human health risk, particularly to young children. The primary sources of lead exposure consist of deteriorating lead-based paint, lead-contaminated dust, and lead-contaminated soil. Demolition of structures containing lead-based paint requires specific remediation activities regulated by federal, state, and regional and local laws.

Asbestos is designated as a hazardous substance when the fibers have potential to come into contact with air because the fibers are small enough to lodge in lung tissue and cause health problems. The presence of asbestos-containing materials in existing buildings poses an inhalation threat only if the asbestos-containing materials are in a friable state. If the materials are not friable, then there is no inhalation hazard because asbestos fibers remain bound in the material matrix. People exposed to asbestos may develop lung cancer and mesothelioma. The risk is proportional to the cumulative inhaled dose (quantity of fibers), and also increases with the time since first exposure. Although there are a number of factors that influence the disease-causing potency of any given asbestos (such as fiber length and width, fiber type, and fiber chemistry), all forms are carcinogens. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with EPA's Asbestos National Emission Standards for Hazardous Air Pollutants. Older buildings frequently contain asbestos in the form of insulation materials.

12.2.1.3 Oso Flaco and Little Oso Flaco Lakes Pesticide Residue

In 2017, Padre Associates performed sediment sampling at Oso Flaco and Little Oso Flaco Lakes to characterize the lake sediments to support future management decisions. The analytical results of the chemical analyses were used to evaluate whether constituents of concern are present in the sediment prior to off-site disposal or reusing sediment on- or off-site. The results of laboratory chemical analyses indicated that pesticide runoff has resulted in sediment contamination with dichlorodiphenyldichloroethane (DDD), dichlorodiphenyldichloroethylene (DDE), or dichlorodiphenyltrichloroethane (DDT) at levels that exceed National Oceanic and Atmospheric Administration (NOAA) SQuiRTs reference tables.[1] However, the concentrations do not rise of the level of California hazardous waste thresholds. Depths of DDD-, DDE-, or DDT-containing sediments ranged from 0 to approximately 3 feet deep in Oso Flaco Lake, and 0 to approximately 4.5 feet deep in Little Oso Flaco Lake.

12.2.1.4 Cortese-Listed Hazardous Materials Sites

In 2020, AECOM performed a search of the California Department of Toxic Substances Control's (DTSC) EnviroStor database and the State Water Resources Control Board's (SWRCB) GeoTracker database. The EnviroStor database provide a listing of hazardous waste facility cleanup sites in California. The GeoTracker database provides a listing of leaking underground

[1] The SQuiRT cards were developed for preliminary screening. NOAA uses them to identify possible impacts to coastal resources and habitats potentially affected by hazardous waste sites. The SQuiRT cards are intended for preliminary screening purposes only; they do not represent official NOAA policy and do not constitute criteria or cleanup levels.

storage (LUST) sites and other known cleanup sites in California. Both of these sites are maintained as part of the Cortese List (California Government Code Section 65962.5). The Cortese List is a planning document used by state and local agencies to comply with CEQA's requirement to provide information about the location of hazardous-materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Cortese List at least annually. In addition, Section 65962.5 requires all project applicants to consult the Cortese List and determine whether any site-specific project is within a hazardous materials site on the List. If so, the project applicant is required to notify the lead agency in writing prior to the issuance of a building permit, so the lead agency can determine the appropriate course of action (which generally would include preparation of Phase I and [if necessary] Phase II environmental site assessment, along with site-specific remediation).

There are no open, active sites within 0.25 miles of the PWP planning area listed in EnviroStor (DTSC 2020). However, the GeoTracker database (SWRCB 2020a) lists one open, active case within 0.25 mile of the PWP planning area: the Phillips 66 Refinery. There is also one closed hazardous materials site that resulted in groundwater contamination within 0.25 mile of the PWP planning area: the former Jackpot Service Station. Both of these sites are discussed in detail below.

Phillips 66 – Santa Maria Refinery

In 1993, petroleum hydrocarbons were discovered in the soil around an oil-water separator at the Santa Maria Refinery (owned and operated by Phillips 66), originating from a leak. The contaminated soil was excavated and removed. During groundwater well installation by an adjacent landowner for livestock irrigation in 2001, evidence of a historic petroleum release was documented. Phillips 66 installed a series of groundwater monitoring wells and has been providing periodic reports to the SWRCB since the early 2000s. In 2010, vanadium and/or nickel were detected in soils at the coke processing facility at levels that exceeded regulatory thresholds. The contaminated soil and debris mounds were excavated and shipped by rail to a hazardous waste processing facility in Utah. Subsequently, a release of petroleum hydrocarbons occurred along a break in a "slops line," which was repaired in 2016. Investigations determined that groundwater had been contaminated with a light non-aqueous phase liquid (LNAPL), and the plume extended in a radius of approximately 3.7 acres. The LNAPL contamination is present at depths of 50 to 70 feet below the ground surface. In 2019, the process to design a system of automated skimmer pumps to recover LNAPL was initiated, with estimated system startup in 2021 and an estimated operational time period of at least 5 years, along with natural attenuation over time. The contaminated groundwater plume is confined to an area that is underneath the existing buildings on the east side of the railroad tracks and does not extend off the property. (SWRCB 2020b.)

Former Jackpot Service Station

The former Jackpot Service Station was located at the corner of West Grand Avenue and SR 1, approximately 1,200 feet east of the Grand Avenue Entrance and Lifeguard Towers Project site. Both soil and groundwater contamination occurred as a result of a leaking underground storage tank. Constituents of concern included petroleum hydrocarbons and volatile organic compounds. Contaminated soil was excavated and removed. Groundwater was extracted and treated via air sparging. The contaminated groundwater plume did not extend off the site. The case was closed in 1996 following the property owner's demonstration that

appropriate soil and groundwater remediation had been completed. (SWRCB 2020c.)

12.2.2 Airport Safety

The Oceano County Airport runway is approximately 1,700 feet southeast and east of the Pier Avenue Entrance Improvement Project and the Pismo State Beach Boardwalk Project, respectively; and approximately 1,200 feet south of the Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Replacement Project sites. The airport is available for public use and is owned by San Luis Obispo County. There is one paved runway that is 2,325 feet long and 709 feet wide, but no control tower. In 2018, there were 9 aircraft based at the field and an average of 27 flights per day (AirNav 2020).

12.2.3 Schools

There are no K-12 schools within 0.25 mile of the Pismo State Beach, Oceano Dunes SVRA, or any of the individual project improvement sites.

12.2.4 Wildland Fire

Please see Chapter 23, “Wildfire.”

12.3 Project Impacts

Threshold of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to hazards and hazardous materials if it would:

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/or 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 which is included on a list of hazardous materials sites compiled pursuant to Government Code §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?

Impacts associated with airport noise hazards are evaluated in Chapter 16, "Noise." Impacts associated with wildland fire hazards are evaluated in Chapter 23, "Wildfire."

12.3.1 Issues Not Discussed Further in This EIR

Hazardous Materials within One-Quarter Mile of a School—There are no K-12 schools within 0.25 mile of the Pismo State Beach, Oceano Dunes SVRA, or any of the individual project improvement sites. Therefore, no impact related to emissions or handling of hazardous materials within 0.25 mile of a school would occur, and this issue is not discussed further in this draft environmental impact report.

Impair or Interfere with Emergency Response or Evacuation Plans—The new entrance for the Oso Flaco Improvement Project would require improvements to Oso Flaco Lake Road; however, this rural, currently unpaved dirt road does not serve any residents (access is for agricultural fields and recreation at Oso Flaco Lake only). Similarly, required improvements to Willow Road for the entrance to the Phillips 66/Southern Entrance Project would occur on a local, private roadway that is only used to access the refinery; since access would be restricted to construction workers, there would be no interference with public emergency response or evacuation plans for vehicles traveling on SR 1. The Pismo Creek Estuarine (Floating) Bridge Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Trash Enclosure Project, Safety and Education Center Replacement Project, Oso Flaco Lake Boardwalk Replacement Project, and the proposed tent and RV campgrounds at the Oso Flaco Improvement Project site would be located within a tsunami inundation zone, similar to the existing Pismo State Beach recreational facilities. Most of these projects involve upgrades and improvements to existing facilities that are already within a hazard zone. State Parks would design the Oso Flaco Improvement Project interior circulation network according to local and State standards to provide for appropriate evacuation in the event of an emergency. All site-specific projects would be designed according to State and local standards related to road widths, emergency vehicle access, and turn radii. All project-related construction materials, equipment, and work vehicles would be confined to specific staging areas within each project site. These staging areas would not be located on public streets. Therefore, no impact related to impairment or interference with emergency response or evacuation plans would occur. This issue is not discussed further in this draft environmental impact report.

12.3.2 Impacts and Mitigation

12.3.2.1 Impacts from PWP Implementation

State Parks routinely uses and stores unleaded gasoline, diesel fuel, oil, solvents, paint, and tires at the Corporation Yard within Pismo Beach on SR 1. State Parks employees are required to use and dispose of hazardous materials in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials. Training related to use, storage, and handling of hazardous material is routinely provided to employees at the Corporation Yard. Hazardous materials are collected annually by a hazardous materials recycler. The Corporation Yard is operated under a site-specific Storm Water Pollution Prevention Plan (California State Parks 2017) as required by the Central Coast Regional Water Quality Control Board, which includes measures to prevent spills of hazardous materials and to appropriately clean up any accidental spills that may occur. Therefore, implementation of the PWP would result in **less-than-significant**

impacts associated with the routine use, transport, disposal, upset, and accident conditions related to hazardous materials.

Ongoing operation and maintenance of PWP facilities would not occur within any known hazardous material sites on the Cortese List. Therefore, implementation of the PWP would result in **no impacts** related to hazards from operation in a Cortese-listed site.

The Oceano County Airport is located in the vicinity of the southern end of Pismo State Beach and the northern end of Oceano Dunes SVRA. However, ongoing operation and maintenance of PWP facilities would not involve the use of tall cranes that could violate Federal Aviation Administration (FAA) height restrictions in the vicinity of the airport approach and departure zones. Furthermore, operations and maintenance activities would not create new sources of glare that could adversely affect aircraft pilots, would not create new lighting that is difficult to distinguish from airport lighting, and would not involve new uses that could attract birds and thereby create bird strike hazards. Therefore, implementation of the PWP would result in **no impacts** related to airport safety hazards.

12.3.2.2 Impacts from PWP Site-Specific Improvement Projects

Impact 12-1 Potential Risks Associated with the Routine Use, Transport, Disposal, Upset, and Accidental Discharge of Hazardous Materials

Hazardous materials typically used in construction operations such as diesel fuel, solvents, and paints would likely be used during construction activities associated with all of the site-specific PWP improvement projects. Hazardous materials used during construction activities would be handled and stored in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials.

The enhancement and expansion of facilities and recreational opportunities at Pismo State Beach and the Oceano Dunes SVRA is not anticipated solely to attract additional visitors to the SVRA; however, attendance is anticipated to fluctuate over time, which during times of high use would increase the use of gasoline and oils needed for the operation of OHVs. The increased use of these common materials would not create a substantial hazard to the public or environment because individuals would handle relatively small volumes to operate OHVs at the Oceano Dunes SVRA. In addition, SVRA staff members are required to promptly clean up hazardous spills (if any occur) and dispose of trash for the health and safety of the environment. Furthermore, State Parks requires that construction, maintenance, and operation of all facilities occur in compliance with federal, state, and local regulatory requirements regarding the handling and disposal of hazardous materials for the protection of surface water and groundwater, soils, and people. Therefore, impacts from the routine use, transport, and disposal of hazardous materials associated with all of the site-specific PWP improvement projects would be **less than significant.**

Mitigation Measure: No mitigation is required.

Impact 12-2 Potential Exposure to Hazardous Materials from Construction and Operation in a Cortese-Listed Site or Other Known Hazardous Materials Site

As discussed in the Environmental Setting in Section 12.2.1.2, there are two Cortese-listed sites within 0.25 miles of the PWP planning area: the former

Jackpot Service Station, and the Phillips 66 Refinery. Because there is no known hazardous materials contamination either within or adjacent to the following project sites—Pismo Creek Estuarine (Floating) Bridge Project, Pismo State Beach Boardwalk Project, Trash Enclosure Project, or 40 Acre Riding Trail Project—there would be **no impact** related to construction in a Cortese-listed site or other known area of hazardous materials contamination from implementation of these projects.

Groundwater contamination occurred at the former Jackpot Service Station at the corner of West Grand Avenue and SR 1, approximately 1,200 feet east of the Grand Avenue Entrance and Lifeguard Towers Project site. However, the contaminated groundwater plume did not extend off the property, and the case was closed in 1996 following a demonstration by the property owner that both soil and groundwater had been remediated. Thus, there would be **no impact** related to construction in a Cortese-listed site from implementation of the Grand Avenue Entrance and Lifeguard Towers Project.

Sediment in Oso Flaco Lake and Little Oso Flaco Lake contains elevated residues of DDD, DDE, and DDT (i.e., hazardous materials) from pesticide runoff related to agricultural activities. However, the level of contamination does not meet the threshold for a California hazardous waste (Padre Associates 2017). Existing ongoing recreational activities include a hiking trail and nonmotorized boating on Oso Flaco Lake. As part of the Oso Flaco Improvement Project, a new hiking trail would circle Little Oso Flaco Lake and connect with the existing trail network. For the Oso Flaco Lake Boardwalk Replacement Project, the existing aging boardwalk would be removed and replaced with a new boardwalk. Wood and/or plastic pilings supporting the boardwalk structure would need to be removed, with replacement piers potentially installed via a pile driver. Equipment and materials may traverse wetlands or need to be ferried to the worksite via a boat or barge. However, human contact with lake sediment would be minimal as a result of these activities, and the levels of residual pesticides are not high enough to result in the endangerment of human health from construction or operation. Therefore, the Oso Flaco Improvement Project and the Oso Flaco Lake Boardwalk Replacement Project would have a **less-than-significant** impact related to construction and operation in a site that is known to contain low levels of hazardous materials.

A small portion of the Phillips 66/Southern Entrance Project would be located within an open-active hazardous materials site on the Cortese List, which is related to past activities by Phillips 66 at its Santa Maria Refinery. Groundwater has been contaminated with LNAPL, and the plume extended in a radius of approximately 3.7 acres. The LNAPL contamination is present at depths of 50 to 70 feet below the ground surface. The contaminated groundwater plume is confined to an area that is underneath the existing Phillips 66 buildings on the east side of the railroad tracks. A system to treat the contaminated groundwater is in the process of being tested, but has not yet been installed by Phillips 66, and the treatment system is likely to be operational for at least 5 years (SWRCB 2020b). Because the contaminated groundwater is 50 to 70 feet below the ground surface, direct contact with contaminated groundwater by construction workers, and park visitors or staff would not occur. However, chemicals could travel upwards through the soil and volatilize inside new buildings, which could result in an indoor human health hazard. Furthermore, a new groundwater well would be required to support future recreational activities at the Phillips 66/Southern Entrance Project. Depending on the timing, location, depth, and amount of groundwater that is withdrawn, such withdrawal could either directly encounter contaminants or indirectly cause contaminants in the plume to

migrate, thereby expanding the size of the plume and potentially resulting in additional contaminated groundwater. This impact is considered **significant**.

Finally, due the age of on-site buildings that would be demolished as part of the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Replacement Project, and Phillips 66/Southern Entrance Project, asbestos and lead-based paint could be encountered during demolition activities. If not handled property, asbestos-containing materials and lead-based paint could pose a human and environmental health hazard. This impact is considered **significant**.

Mitigation Measure 12-2a: Perform a Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment, Coordinate with SWRCB, and Revise Site Plans as Necessary.

Prior to finalization of site-specific improvement plans, State Parks shall hire a licensed civil engineer to prepare a site-specific Hydraulic Analysis related to the new groundwater well at the Phillips 66/Southern Entrance Project site. The study shall include recommended setbacks for drilling of the new groundwater well in a location that will not influence the contaminated groundwater plume, and shall include recommendations for groundwater treatment for human consumption as drinking water (if necessary).

State Parks shall also hire a licensed environmental professional to perform a Human-Health Risk Assessment (including an indoor air quality analysis), along with a Screening-Level Ecological Risk Assessment for the development proposed at the Phillips 66/Southern Entrance Project site.

Finally, State Parks shall coordinate with SWRCB regarding the results of the Hydraulic Analysis for the new well and the indoor air quality analysis, to ensure that human health and surface and groundwater quality are sufficiently protected. State Parks shall also coordinate with SWRCB and Phillips 66 to ensure that proposed development of the Phillips 66/Southern Entrance Project does not interfere with ongoing remedial activities.

Recommendations contained in the Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment shall be implemented by State Parks, and site plans for the Phillips 66/Southern Entrance Project shall be revised as necessary to incorporate such recommendations. Any necessary on-site groundwater treatment infrastructure (if required) shall be implemented to ensure that the on-site groundwater well meets State drinking water standards.

Mitigation Measure 12-2b: Perform a Survey for Lead-Based Paint and Asbestos-Containing Materials and Implement Proper Demolition and Disposal Procedures.

Prior to demolition or reuse of any on-site buildings, State Parks shall retain a California Division of Occupational Safety and Health (Cal-OSHA) certified asbestos consultant to investigate whether any asbestos-containing materials or lead-based paints are present, and could become friable or mobile during rehabilitation or demolition activities. If any materials containing asbestos or lead-based paints are found, they shall be removed by an accredited contractor in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The materials containing lead or asbestos shall be disposed of properly at an appropriate off-site disposal facility.

Implementation of Mitigation Measures 12-2a and 12-2b would reduce significant impacts associated with groundwater contamination at the Phillips 66/Southern Entrance Project and hazards from lead-based paint/asbestos-containing materials at the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Replacement Project, and Phillips 66/Southern Entrance Project to a **less-than-significant** level because the new groundwater well would be installed in a location and at a depth such that the contaminated groundwater plume would not be affected, a survey for lead-based paint and asbestos-containing materials would be performed, and any such materials would be removed in accordance with federal and state standards and disposed of off-site at an appropriately permitted facility.

Impact 12-3 Airport Safety Hazards

The Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Grand Avenue Entrance and Lifeguard Towers Project, and Park Corporation Yard Improvement Project, Safety and Education Center Replacement Project, Trash Enclosure Project, 40 Acre Riding Trail Project, and Oso Flaco Lake Boardwalk Replacement Project are not within the approach surfaces for the Oceano County Airport. Furthermore, these projects would not involve new uses that could attract birds and thereby create bird strike hazards within 5 miles of an existing airport. Therefore, these projects would result in **no impact** related to airport safety hazards.

The runway at the Oceano County Airport is approximately 1,700 feet southeast and east of the Pier Avenue Entrance Project and the Pismo State Beach Boardwalk Project, respectively; and approximately 1,200 feet south of the Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project. Based on a review of the *Airport Land Use Plan for the Oceano County Airport* (Airport Land Use Commission County of San Luis Obispo [ALUC] 2007), the Pier Avenue Entrance Project is within land classified as "Oa"—open space areas exposed to "severe/significant airport impact." The Oa classification includes properties that are currently assigned to the recreational or public facilities zoning designation by the County or are undesignated; which are substantially undeveloped; and which lie within the Runway Protection Zones, the Inner Approach/Departure Zones, the Inner Turning Zones, and the Sideline Zones of the Oceano County Airport. The Airport Land Use Plan, therefore, prohibits new structures within the Oa area. The Airport Land Use Plan also recognizes the need for continuation of existing land uses and structures within

the ALUC classification zones. Open space is a use that is generally compatible with airport operations and consistent with state standards for all safety zones. The Pier Avenue Entrance Project would involve demolishing the existing antiquated State Parks entrance facility and replacing it with a newer, more modern facility that would better meet the needs of recreationists and park staff. The replacement entrance facility would be of similar size and height as compared to the existing facility. Therefore, the Pier Avenue Entrance Project would continue to be compatible with the Oa classification.

The FAA limits the height of structures within the immediate approach areas of airport runways (14 Code of Federal Procedures, Part 77). The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project are within the "transitional surfaces" area (ALUC 2007). The transitional surface is a sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and the approach surfaces. The Pier Avenue Entrance Improvement Project is within the "20:1 approach surface" (conical surface area), which extends and upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet from the runway (ALUC 2007). The new lifeguard tower proposed as part of the Pier Avenue Entrance and Lifeguard Tower Project would be 23 feet tall, which is the same height as a standard two-story house. There are many existing two-story structures in the vicinity that are closer to the airport runway than the proposed new lifeguard tower. Furthermore, given the distance of the lifeguard tower from the runway and the height of the proposed structure, the new lifeguard tower would not exceed the FAA height restriction for structures within the 20:1 approach surface. The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project would not involve the installation of tall structures, and none of the projects would require the use of tall cranes during the construction process; therefore, these three projects would not violate the FAA Part 77 requirements related to height restrictions.

The Pier and Grand Avenue Entrances and Lifeguard Towers Project, Oceano Campground Infrastructure Improvement Project, and the Oceano Campground Campfire Center Replacement Project would not create new sources of glare that could adversely aircraft pilots, would not create new lighting that is difficult to distinguish from airport lighting. Therefore, impacts related to airport hazards from the Pier Avenue Entrance Project, Oceano Campground Infrastructure Improvement Project, and the Oceano Campground Campfire Center Replacement Project would be **less than significant.**

The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project may require the construction and use of a small stormwater detention basin to appropriately treat and detain flows. However, if such a basin is necessary, it would be small in size and would be designed for short-term detention (i.e., empties in 2–3 days) rather than long-term retention. Thus, these projects would not involve new uses that could attract birds and thereby create bird strike hazards within 5 miles of an existing airport. Therefore, impacts related to airport hazards from the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would be **less than significant.**

Mitigation Measure: No mitigation is required.

12.4 Cumulative Effects

12.4.1 Storage, Use, Disposal, Transport, and Potential for Accidental Discharge of Hazardous Materials

The projects considered in this cumulative analysis would all involve the storage, use, disposal, transport, and potential for accidental discharge of hazardous materials to varying degrees during construction and operation. Impacts from these activities are less-than-significant for the PWP because the storage, use, disposal, and transport of hazardous materials are extensively regulated by various Federal, state, and local laws, regulations, and policies. It is foreseeable that the PWP and all of the other projects considered in this cumulative analysis would implement and comply with these existing hazardous materials laws, regulations, and policies. Furthermore, any hazards related to potential storage, use, disposal, transport, and potential for accidental discharge of hazardous materials would be site-specific rather than additive in nature. Thus, there would be **no cumulative** effects.

12.4.2 Construction and Operation in Hazardous Materials Sites

Based on a review of the GeoTracker (SWRCB 2020) and EnviroStor (DTSC 2020) databases, there are few open, active hazardous materials sites in the project region. However, closed sites can still pose a hazard to humans and environment if groundwater contamination has occurred or if site-specific land use controls are in place to prevent excavation and/or changes in land uses. Therefore, the other projects considered in this cumulative analysis could result in hazards from construction or operation in a Cortese-listed site or from other hazardous materials such as demolition of existing structures that contain lead-based paint and/or asbestos-containing materials. The Phillips 66/Southern Entrance Project would be implemented within an open, active Cortese-listed site with a contaminated groundwater plume, for which active remediation is ongoing. However, implementation of Mitigation Measures 12-2a and 12-2b would ensure that potential impacts from the Phillips 66/Southern Entrance Project would be reduced to a less-than-significant level such that the project would not interfere with ongoing remediation efforts, would not cause migration of the existing contaminated groundwater plume, would not expose humans or the environment to contaminated groundwater or to constituents that could migrate through the soil and affect indoor air quality, and would ensure appropriate procedures are followed for demolition of all State Parks or Phillips 66 structures that may contain lead-based paint or asbestos-containing materials. Therefore, the PWP, when considered in combination with the other cumulative projects, would result in a **less-than-significant** cumulative effects.

12.4.3 Airport Safety Hazards

In addition to the Oceano County Airport, the Santa Maria Airport is located between SR 1 and U.S. 101 at the south end of City of Santa Maria. Some or all of the projects considered in this cumulative analysis could be implemented within any of the safety zones for the Oceano County or Santa Maria airports. However, neither the PWP nor the other projects considered in this cumulative analysis would include the construction of tall buildings that would exceed FAA design criteria restrictions or the use of tall cranes within the immediate approach areas of airport runways, and therefore would not violate FAA Part 77 regulations. Furthermore, neither the PWP nor the other projects considered in this cumulative analysis would create new sources of glare that could adversely affect aircraft pilots or create new lighting that is difficult to distinguish from airport lighting. Some of the development projects considered in this cumulative analysis may require the use of detention basins for stormwater treatment; however, most

stormwater basins that are constructed today serve as short-term detention rather than long-term retention basins, and therefore do not introduce new sources of habitat for waterfowl. If stormwater quality basins are necessary for the Oso Flaco Improvement Project and/or the Phillips 66/Southern Entrance Project, they would be specifically designed for short-term detention rather than long-term retention, and would be of a very small size; therefore, they would not create new habitat for waterfowl. Therefore, the PWP, when considered in combination with the other cumulative projects, would result in a **less-than-significant** cumulative effect.

13.0 HYDROLOGY AND WATER QUALITY

13.1 Regulatory Setting

PWP Volume 1 Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act" includes a discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with PWP consistency, related to coastal plans and the Coastal Act that are applicable to hydrology and water quality.

13.2 Environmental Setting

13.2.1 Surface Waters

The PWP planning area comprises three major watersheds: the Meadow Creek Watershed in the northern portion of the PWP planning area, the Arroyo Grande Creek Watershed (including Pismo Creek) in the middle portion, and the Oso Flaco Creek Watershed in the southern portion. Additional information is provided in PWP Volume 2, Section 1.4.3, "Hydrology."

13.2.2 Flooding

Based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are within the 100-year floodplain of Pismo Creek or Meadow Creek (Zone AE) (FEMA 2017), and are subject to occasional seasonal flooding. Most of the Butterfly Grove Public Access Project is also within a 100-year flood zone (Zone AE), although the southern portion is within Zone X—areas subject to a 500-year flood or areas subject to a 100-year flood with an average depth of less than 1 foot (FEMA 2017). Properties that are located within Zone X are not required to obtain flood insurance.

The beach area adjacent to the ocean within Pismo State Beach, and the Pier and Grande Avenue Entrance and Lifeguard Towers Project, are within a 100-year flood zone that is subject to wave effects 3 feet or greater (Zone VE) (FEMA 2017). Most of the remainder of Pismo State Beach is in Zone X, including the southern half of the Pismo State Beach Boardwalk Project. The mouth of Arroyo Grande Creek where it drains into the Pacific Ocean is a 100-year flood zone (Zone AE).

The Oceano Dunes SVRA, and the Trash Enclosure Project, along the beach adjacent to the ocean, are classified as a 100-year flood zone (both Zone VE and Zone AE). The remainder of the Oceano Dunes SVRA area that is open to OHV riding, and the northern half of the Pismo State Beach Boardwalk Project, are not within a flood zone (FEMA 2017).

Oso Flaco Lake, the Oso Flaco Lake Boardwalk Replacement Project, Little Oso Flaco Lake, and Oso Flaco Creek are within a 100-year flood hazard zone (Zone A). However, the Oso Flaco Improvement Project site (aside from the proposed trail around Little Oso Flaco Lake) is not within a flood hazard zone (FEMA 2017).

The Safety and Education Center Replacement Project, 40 Acre Riding Trail Project, and the Phillips 66/Southern Entrance Project are not within a flood hazard zone (FEMA 2017).

13.2.3 Tsunami Inundation

The Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Pier and Grande Avenue Entrance and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Trash Enclosure Project, Safety and Education Center Replacement Project, as well as the entirety of Pismo State Beach, are all within a tsunami inundation zone as designated by the California Geological Survey (CGS 2020). The beach area adjacent to the ocean within the Oceano Dunes SVRA, as well as Oso Flaco Lake, the Oso Flaco Lake Boardwalk Replacement Project, Little Oso Flaco Lake, Oso Flaco Creek, and most of the Oso Flaco Improvement Project are also within a tsunami inundation zone (CGS 2020).

13.2.4 Surface Water Quality

Water quality in the PWP planning area is regulated primarily by the Central Coast Regional Water Quality Control Board (Central Coast RWQCB), which has established narrative and numeric standards for the various waterbodies in its *Water Quality Control Plan for the Central Coastal Basin* (Basin Plan) (Central Coast RWQCB 2019). The Basin Plan sets beneficial uses for certain specifically identified waterbodies. Section 303(d) of the federal Clean Water Act (CWA) requires states to maintain a list of impaired waterbodies, and to establish Total Maximum Daily Loads (TMDL) for each. A TMDL is the calculation of the maximum amount of a pollutant allowed to enter a waterbody, so that the waterbody will meet water quality standards for that particular pollutant and will not change the identified beneficial uses. Water quality in a stream is measured by determining the level of various parameters, through various chemical and physical analyses.

13.2.4.1 *Meadow Creek*

Meadow Creek flows south from the San Luis Range, then westward underneath U.S. 101 and into Pismo Lake, then southward along the west side of SR 1. Meadow Creek discharges into the Oceano Lagoon just south of the facility. The lagoon extends south approximately 0.7 miles and ultimately drains into Arroyo Grande Creek. Meadow Creek is adjacent to the North Beach Campground, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, and Oceano Campground Infrastructure Improvement Project.

Meadow Creek is not listed on the CWA 303(d) list, which mean there are no substantial water quality impairments (SWRCB 2018).

13.2.4.2 *Arroyo Grande Creek/Pismo Creek*

Arroyo Grande Creek flows south from the San Luis Range, underneath U.S. 101, and after flowing underneath SR 1 it turns westward and flows into the Pacific Ocean, approximately 0.4 miles south of the Pier Avenue entrance to the Oceano Dunes SVRA. The Arroyo Grande Creek watershed historically also included the lower portion of Pismo Creek. Pismo Creek also flows south from the San Luis Range, underneath U.S. 101 and SR 1, where its channel/lagoon system trends southerly. A lagoon forms seasonally at the mouth of Pismo Creek, where the Pismo Creek Estuary Seasonal (Floating) Bridge Installation would be located.

Arroyo Grande Creek is on the 303(d) list for benthic community effects, fecal coliform, nickel, nitrate, and toxicity (SWRCB 2018). TMDLs have not yet been adopted. Pismo

Creek is on the 303(d) list for chloride, E. coli, fecal coliform, sodium, and turbidity. TMDLs have not yet been adopted (SWRCB 2018).

No camping or OHV use is permitted near Arroyo Grande Creek since it is outside of the open riding area, but motorized vehicles are allowed to cross the creek at its mouth when it is flowing into the ocean. The Oceano Dunes District has established specific guidelines via Superintendent's Order 554-005-2020 governing the creek's closure to vehicular crossings to protect human life, prevent property loss, and protect the waterway from pollution potentially caused by prolonged submersion of vehicles. Under Superintendent's Order 554-005-2020 (renewed in January 2020), State Parks prohibits street-legal vehicles from crossing Arroyo Grande Creek in any manner other than crossing the creek as close to the ocean waterline as possible and parallel to the ocean waterline. Driving upstream or downstream in the creek channel or any other manner in the creek channel is prohibited. The upper creek and lagoon are closed to vehicle use year-round to protect sensitive aquatic habitat. If the creek crossing has a "closed" sign, visitors may not cross the creek. Implementation of this order has avoided impacts on natural resources associated with the creek. The guidelines from the order have been incorporated into the Habitat Conservation Plan prepared for the park and are part of the park's HCP permit condition CA-40: Motorized vehicle crossing of Pismo/Carpenter Creek, Arroyo Grande Creek, and Oso Flaco Creek.

Environmental scientists monitor the Arroyo Grande Creek and Lagoon seasonally. State Parks publishes an annual fisheries report to the U.S. Fish and Wildlife Services that includes Arroyo Grande Creek and Lagoon. State Parks continues to collaborate with CDFW to devise and implement structural and management measures to protect lower Arroyo Grande Creek from damage caused by vehicle crossings.

13.2.4.3 *Oso Flaco*

Oso Flaco Creek flows westward and discharges into the Pacific Ocean; most of the creek has been channelized until it reaches State Parks property. Oso Flaco Lake is the site of the Oso Flaco Lake Boardwalk Replacement Project and is approximately 900 feet west of the Oso Flaco Improvement Project site.

Oso Flaco Lake is on the 303(d) list for dichlorodiphenyltrichloroethane (DDT) impairment (SWRCB 2018), and TMDLs for toxicity and pesticides in the Santa Maria River watershed including Oso Flaco Lake were adopted in January 30, 2014, under Central Coast RWQCB Resolution No. R3-2014-0009. Oso Flaco Lake is also listed for chlorophyll-a, dieldrin (TMDL adopted 2015), endrin (TMDL adopted 2015), E. coli (TMDL adopted 2013), fecal coliform (TMDL adopted 2013), mercury, nitrate (TMDL adopted 2016), and dissolved oxygen (SWRCB 2018). Past monitoring and management activities include nitrate and sediment assessment, Oso Flaco Creek Non-Point Source Pollution Assessment, and grower-initiated management strategies as part of the Conditional Waiver of Waste Discharge Requirements for Discharges from Irrigated Lands issued by the Central Coast RWQCB (Agricultural Order No. R3-2012-0011). Current monitoring activities include water quality monitoring by the Central Coast Ambient Monitoring Program and the Coastal San Luis Resource Conservation District.

Oso Flaco Creek (west of Oso Flaco Lake to the Pacific Ocean) is on the 303(d) list for ammonia (TMDL adopted in 2016), chloride, chlorpyrifos (TMDL adopted in 2015), sodium, toxicity (TMDL approved in 2015), and turbidity (SWRCB 2018).

13.2.4.4 *Groundwater Basin Sustainability*

The PWP planning area is located within the Santa Maria River Valley Groundwater Basin (Santa Maria Basin) (California Department of Water Resources [DWR] Basin ID No. 3-12). The basin encompasses approximately 184,000 acres (288 square miles), of which approximately 61,220 acres (95.7 square miles) are within San Luis Obispo County. Groundwater is found in alluvium, dune sands, and the Orcutt, Paso Robles, Pismo, and Careaga Formations (San Luis Obispo County 2020). Groundwater is unconfined throughout most of the basin except in the coastal portion, where it is confined. The total estimated annual groundwater usage in 2019 was 97,982 acre-feet per year (DWR 2019).

In 2014, the California Legislature enacted the Sustainable Groundwater Management Act (SGMA). The SGMA was created to provide a framework for the sustainable management of groundwater supplies, and to strengthen local control and management of groundwater basins. The SGMA requires local agencies to adopt groundwater sustainability plans that are tailored to the resources and needs of their communities, such that sustainable management would provide a buffer against drought and climate change, and ensure reliable water supplies regardless of weather patterns. The SGMA and corresponding regulations require that each high and medium priority groundwater basin is operated to a sustainable yield, balancing natural and artificial groundwater recharge with groundwater use to ensure that undesirable results—such as chronic lowering of groundwater levels, loss of storage, water quality impacts, land subsidence, and impacts to hydraulically connected streams—do not occur.

California's 515 groundwater basins are classified into one of four categories; high-, medium-, low-, or very low priority based on components identified in the California Water Code Section 10933(b). Basin priority determines which provisions of California Statewide Groundwater Elevation Monitoring (CASGEM) and the SGMA apply in a basin. The SGMA requires that local agencies form one or more groundwater sustainability agencies (GSAs) within 2 years (i.e., by June 30, 2017). Agencies located within high- or medium-priority basins must adopt groundwater sustainability plans (GSP) by January 31, 2020 or January 31, 2022. The time frame for basins determined by DWR to be in a condition of "critical overdraft" was January 31, 2020, all other high and medium priority basin have until January 31, 2022. Local agencies will have 20 years to fully implement GSPs after the plans have been adopted. GSPs may be adopted, but are not required, for low and very low priority basins.

DWR originally designated the Santa Maria Basin as a high priority basin. In late 2019, DWR released its final basin prioritizations and determined that Santa Maria Basin should be classified as very low priority (DWR 2019). Because of the very low priority basin designation, a GSP is not required and has not been prepared. The Santa Maria Basin is in "adjudicated" status due to litigation over water rights. The adjudicated areas cover a majority of the basin, and are managed by the Northern Cities Management Area, Nipomo Mesa Management Area, and the Santa Maria Valley Management Area, as described below (San Luis Obispo County 2020). Each of the groundwater management areas are charged by the Court with developing the technical bases for sustainable management of the surface and groundwater supplies, as part of the Stipulation and Judgment for the Santa Maria Groundwater Litigation (Santa Maria Valley Water Conservation District v. City of Santa Maria et al., Lead Case No. 1-97-CV-770214) (Santa Clara County Superior Court 2005, as amended 2014).

- **Northern Cities Management Area**—includes Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Pismo State Beach, the northern portion of the Oceano Dunes SVRA, the Trash Enclosure Project, and the Safety and Education Center Replacement Project. In 2019, the total amount of groundwater extraction in the Northern Cities Management Area was 3,344 acre-feet per year (afy), of which 2,506 afy was used for irrigation, 708 afy was for urban use, and 82 afy was for rural water purveyors (DWR 2020b).

- **Nipomo Mesa Management Area**—includes the middle portion of the Oceano Dunes SVRA, the 40 Acre Riding Trail Project, and all of the Phillips 66/Southern Entrance Project. The Nipomo Mesa Management Area (NMMA) covers approximately 33 square miles or 21,590 acres, which accounts for approximately 13 percent of the overall Santa Maria Groundwater Basin. Approximately 13,500 acres of the NMMA, or 64 percent, is developed land requiring water pumped from the underlying aquifers to sustain the agricultural and urban/industrial development. The NMMA is largely a mesa area that is north of the Santa Maria River, west of the San Luis Range, and south of Arroyo Grande Creek, with a lower-lying coastal environment to the west. In 2019, the total amount of groundwater extracted from the NMMA was 11,397 afy, of which 5,027 afy was for agricultural use and 6,370 afy was for urban/industrial use (DWR 2020b). As described in detail in the 12th Annual Report submitted to DWR (NMMA Technical Group 2020), the NMMA continues to experience a severe water shortage as evidenced by declining well levels. Furthermore, a persistent cone of depression from groundwater pumping is present in the central portion of the management area. In order to reduce dependence on groundwater and allow aquifer levels to recover, the water purveyors have pursued an increased reliance on surface water supplies (rather than groundwater). As part of this effort, the Nipomo Community Services District (NCSD) implemented the Nipomo Supplemental Water Project. NCSD completed the initial phase (500 afy) of the planned 3,000 afy Nipomo Supplemental Water Project in 2015 and began delivering water to the NMMA on July 2, 2015. Currently, NCSD is purchasing 800 afy. With the initiation of supplemental water deliveries, a minimum purchase schedule "time clock" was triggered in accordance with the NCSD/City of Santa Maria Wholesale Agreement. Commencing no later than delivery year eleven (i.e., 2026), NCSD is required to purchase from the City of Santa Maria (and import to the NMMA) a minimum of an additional 2,500 afy (for a total of 3,000 afy). In addition, the water purveyors have implemented a coordinated effort throughout the management area to reduce the amount of groundwater used each year.

- **Santa Maria Valley Management Area**—includes Oso Flaco Lake, Little Oso Flaco Lake, Oso Flaco Creek, the Oso Flaco Lake Boardwalk Replacement Project, and the Oso Flaco Improvement Project. The Santa Maria Valley Management Area (SMVMA) encompasses approximately 175 square miles (112,000 acres), which accounts for approximately 61 percent of the overall Santa Maria Groundwater Basin. The SMVMA encompasses the contiguous area of the Santa Maria Valley, Sisquoc plain, and Orcutt upland, in southern San Luis Obispo and northern Santa Barbara counties. In 2019, the total amount of groundwater extracted from the SMVMA was 109,937 afy, of which 100,391 afy was for agricultural use and 9,546 afy was for urban use (DWR 2020b). As described in detail in the 2018 Annual Report submitted to DWR (Luhdorff and Scalmanini Consulting Engineers

2019), since the late 1960s, the SMVMA has alternately experienced substantial recharge (recovery) and decline which, collectively, reflect a general long-term stability as groundwater levels in both aquifer zones have fluctuated between historical-low and near historical-high levels over alternating 5- to 15-year periods. Groundwater levels throughout the SMVMA have shown this trend, but with different ranges of fluctuation, and groundwater levels have repeatedly recovered to near or above previous historical-high levels. The periodic groundwater level fluctuation since the late 1960s (with long-term stability) is attributed to intermittent wet and dry climatic conditions. Long-term stability is partially attributable to a general "leveling off" of agricultural land and water use in the basin since the early to mid-1970s. Groundwater conditions in the SMVMA are not in a condition of severe water shortage as defined in the Stipulation and Judgment.

The total annual groundwater extraction for the adjudicated portion of the Santa Maria Basin (which encompasses nearly the entire basin) is approximately 124,678 afy (DWR 2019).

For groundwater basins that are adjudicated, the SGMA requires that by April 1st of each year, the watermaster or local agency must submit to DWR a report containing the following information to the extent available for the portion of the basin subject to the adjudication (DWR 2020):

a Groundwater elevation data unless otherwise submitted pursuant to Section 10932 (DWR's CASGEM Program);

b Annual aggregated data identifying groundwater extraction for the preceding water year;

c Surface water supply used for or available for use for groundwater recharge or in-lieu use;

d Total water use;

e Change in groundwater storage;

f The annual report submitted to the court.

13.2.5 Groundwater Quality

Groundwater quality issues in the Santa Maria Valley Groundwater Basin include hardness, nitrates, salinity, sulfate and volatile organic. Total dissolved solids (TDS) concentrations are moderate to high. Higher salinity levels occur in the shallow aquifer near the coast than within the inland areas or in the deep aquifer. The importation of State Water, which is generally of better quality than the local sources, provides for higher quality “return flows” and thus improves the basin water quality. In addition to improvements provided by the operations of Twitchell Reservoir and State Water importation, the Laguna Sanitation District helps to improve water quality in the basin by utilizing a reverse osmosis process to remove, and a deep injection well to dispose of, approximately 8,000 pounds of salts per day, which would otherwise accumulate in the basin system. With the deep injection system these salts stay far below the aquifer and are not a threat to return to the aquifer. Coastal monitoring wells are measured biannually for any indication of seawater intrusion; to date there has been no evidence of such. (DWR 2019.)

13.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to hydrology and water quality if it would:

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 there 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 offsite;

   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?

13.3.1 Impacts and Mitigation

13.3.1.1 Impacts from PWP Implementation

State Parks implements a Storm Water Pollution Prevention Plan (SWPPP) that is specific to the Corporation Yard (California State Parks 2017). As part of the SWPPP, operations and maintenance (O&M) activities are evaluated for their potential to discharge pollutants into stormwater and all corresponding BMPs are inspected on a quarterly basis. Such activities at Oceano Dunes District include, but are not limited to, vehicle and equipment maintenance, vehicle and equipment fueling, vehicle and equipment washing, material handling and storage, spill prevention and control, waste storage and litter control, and sanitary/septic waste management. Most of these activities occur at the Corporation Yard, but some, such as waste storage and litter control, occur throughout Oceano Dunes District. These activities and their standard operational practices are evaluated annually and enhanced, as needed, to prevent impacts to stormwater. Quarterly O&M Activity and BMP Assessment Forms are prepared by the Oceano Dunes District (California State Parks 2019). Proper implementation of BMPs for O&M activities is described in the *Operations and Maintenance Activity BMP*

Manual (California State Parks 2016). To minimize the discharge of pesticides, herbicides, and fertilizers, State Parks follows the approach recommended by the California Stormwater Quality Association (CASQA) in its *Municipal Stormwater BMP Handbook* (CASQA 2004), which provides guidance to municipal stormwater programs on selecting and implementing BMPs to reduce pollutants in runoff from municipal operations, including recommendations for "Fertilizer and Pesticide Management." Operation and maintenance activities associated with the PWP may include grading of areas larger than 50 cubic yards (the standard amount typically considered routine maintenance in the coastal zone). Grading of amounts larger than 50 cubic yards is subject to all resource management guidelines and would be conducted in full compliance with all applicable permits such as the National Pollutant Discharge Elimination System (NPDES) permits issued by SWRCB. Furthermore, construction ground disturbance of areas larger than 1 acre requires a site-specific SWPPP with associated BMPs specifically designed to control stormwater discharges and prevent pollutant transport into downstream receiving waters. Therefore, ongoing operation of the PWP would not violate water quality standards or WDRs, or conflict with implementation of the Basin Plan (which is intended to protect designated beneficial uses). This impact would be **less than significant**.

Implementation of the PWP would not require new sources of groundwater and therefore would result in **no impact** related to groundwater supplies or recharge, and would have no effect on and would not conflict with groundwater sustainability.

Because PWP implementation would not involve substantial new construction, there would be **no impact** from substantial alteration of drainages resulting in erosion, flooding, exceedance of stormwater drainage systems, or impedance of flood flows.

Similarly, because PWP implementation would only involve O&M activities at existing facilities, which are already located in flood hazard and tsunami inundation zones, PWP implementation would not increase the hazards from risk of release of pollutants in these hazard zones as compared to existing conditions, and there would be **no impact**.

13.3.1.2 Impacts from PWP Proposed Development Projects

Impact 13-1 Violate Water Quality Standards or Waste Discharge Requirements or Conflict with a Water Quality Control Plan

Arroyo Grande Creek, Oso Flaco Lake, and Oso Flaco Creek (west of Oso Flaco Lake to the Pacific Ocean) within and downstream of the PWP planning area are included on the SWRCB's 303(d) list of impaired water bodies for a variety of pollutants such as pesticides, toxicity, nitrates, dissolved oxygen, and fecal coliform bacteria (SWRCB 2018).

Buildout of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would affect long-term water quality by adding impervious surfaces (in the form of pavement and buildings) and thereby increasing urban stormwater runoff. These projects include intensification of development on both existing sites, demolition of existing structures with replacement land uses at the Phillips 66/Southern Entrance Project, and changes from undeveloped agricultural and open spaces lands to developed uses on both sites. New development activity has the potential to alter the types, quantities, and timing of contaminant discharges in stormwater runoff. Changes to a more developed state, if not properly managed, can adversely affect water quality because additional urban runoff pollutants such as sediment, trash, organic contaminants, nutrients, trace metals,

pathogens (e.g., bacteria and viruses), and oil and grease compounds can degrade receiving water quality.

In addition, construction activities at all of the PWP proposed development project sites would result in soil disturbance and use and staging of equipment, which can result in sediment and other pollutant transport during the winter rainy season in stormwater runoff. However, based on a review of NRCS (2020) soil data, the soil types where site-specific improvement projects would occur have a low water erosion hazard.

The Pismo Creek Estuary Seasonal (Floating) Bridge Installation and the Oso Flaco Lake Boardwalk Replacement Project would require some in-water work. The floating bridge across Pismo Creek would be installed seasonally. The bridge, abutments, and anchors would be installed and removed each year by a licensed contractor or parks staff employing hand crews and/or small excavator-type equipment. For the Oso Flaco Lake Boardwalk Replacement Project, wooden and/or plastic pilings supporting the structure would need to be removed, with replacement piers potentially installed via a pile driver. Equipment and materials may traverse wetlands at Oso Flaco Lake or need to be ferried to the worksite via a boat or barge. Some of the disturbed sediments from in-water work at both site-specific projects could become temporarily suspended in the water column, thereby increasing turbidity and releasing nutrients into the water. In addition, the presence of construction equipment and materials in the lake would present a risk for accidental spills of fuel or other petroleum products that could affect water quality. Based on the results of sediment testing obtained from Oso Flaco Lake, constituents of concern that are present in sediment would not exceed human health or environmental threshold levels (Padre Associates 2017) (see Chapter 12, “Hazards and Hazardous Materials” for additional details). State Parks would obtain a CWA Section 404 permit from the U.S. Army Corps of Engineers (USACE), CWA Section 401 Clean water certification from the Central Coast RWQCB, and a Fish & Game Code Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) for repeated installation and removal of the Pismo Creek Estuary Seasonal (Floating) Bridge Installation and for work associated Oso Flaco Lake Boardwalk Replacement Project. These permits would contain site-specific provisions to protect water quality, such as requiring the use of a turbidity curtain, minimizing the disturbance area, staging construction equipment and materials away from water in upland areas, and implementing the required BMPs and Spill Prevention Plan associated with the SWPPP (discussed further below).

Several existing regulations would apply to development within the PWP planning area that would reduce or avoid impacts related to short-term and long-term erosion, sedimentation, and water quality degradation. The SWRCB requires implementation of BMPs where a discharge has the potential to cause or contribute to pollution or contamination of stormwater, an existing storm drainage system, or receiving waters. Receiving waters include both groundwater and surface water. Groundwater quality can be affected either by direct contact during construction-related earthmoving activities, or by indirect contact as a result of percolation of stormwater. Earthmoving activities that could encounter groundwater are issued WDRs by the Central Coast RWQCB through the project-specific permitting process; the WDRs contain provisions that are specifically intended to protect groundwater quality. Protection of surface water and groundwater quality from stormwater runoff and percolation is accomplished through compliance with the SWRCB’s *Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems* (Phase II Small MS4 General Permit), Water Quality Order No. 2013-0001-DWQ,

NPDES General Permit No. CAS000004 (SWRCB 2013). Under the MS4 Phase II General Permit for stormwater discharge, State Parks is required to develop, administer, implement, and enforce a Storm Water Management Plan (discussed below) to protect and improve stormwater quality.

The *Stormwater Management Plan for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach* (California State Parks 2019) includes provisions related to the following components as required by SWRCB:

- Pollution Prevention of Stormwater and Non-Stormwater Runoff
- Education and Outreach Program
- Public Involvement and Participation Program
- Illicit Discharge Detection and Elimination Program
- Construction Site Runoff Control Program
- Pollution Prevention/Good Housekeeping Program
- Post-Construction Stormwater Management Program
- TMDL Compliance Requirements
- Annual Reporting Requirements

The Stormwater Management Plan requires implementation of Best Management Practices (BMPs) to protect water quality and beneficial uses of receiving waters as designated in the Basin Plan. It should be noted that the Oceano Dunes District (which includes both Pismo State Beach and the Oceano Dunes SVRA) is not currently named as a pollutant source in existing TMDLs for the Basin Plan (California State Parks 2019).

On April 7, 2015, the SWRCB adopted an amendment to the *Water Quality Control Plan for the Ocean Waters of California to Control Trash and Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California* (together, referred to as the Trash Amendments) (SWRCB 2015). The Trash Amendments apply to all Phase I and II permittees that are subject to the NPDES MS4 permits, including California State Parks in the PWP planning area.

All regulated State Parks projects that create and/or replace 5,000 square feet or more of impervious surface are required to implement site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management to the extent feasible. The implementation of Low Impact Development (LID) measures will also be evaluated for feasibility. Specific details related to required design, stormwater runoff calculation and storage/detention, treatment methods, and LID features are contained in the Stormwater Management Plan. Written conditions or other legally enforceable agreements or mechanisms are also required to ensure that post-construction BMPs are operated and maintained to function as designed (California State Parks 2019).

Municipal facilities such as the Corporation Yard require appropriate NPDES permits/WDRs, and implementation of BMPs consistent with the CASQA *Municipal Stormwater BMP Handbook* (CASQA 2004) or its equivalent, including annual reporting of any structural control measures and treatment systems.

Construction projects that disturb more than 1 acre of land must comply with the requirements in the National Pollutant Discharge Elimination System (NPDES) *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-009-DWQ as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ) [Construction General Permit]. Through the NPDES and WDR process, SWRCB seeks to ensure that the construction and post-construction conditions at a project site do not cause or contribute to direct or indirect impacts on water quality. The Construction General Permit contains a numeric, two-part, risk-based analysis process. It also identifies the need to address changes in the hydrograph, defined as hydrograph modification or hydromodification, which could result from urbanization of a watershed, and requires LID controls to more closely mimic the pre-developed hydrologic condition. The Construction General Permit requires preparation of a SWPPP and implementation of associated BMPs that are specifically designed to reduce construction-related erosion. The Construction General Plan also requires preparation of a Spill Prevention Plan designed to minimize the potential for spills of hazardous materials, and including procedures for prompt cleanup if spills do occur. Construction techniques that could be implemented to reduce the potential for stormwater runoff may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers, and re-seeding and mulching to revegetate disturbed areas.

State Parks staff, along with outside contractors and subcontractors, are required to comply with the Construction General Permit and implement appropriate BMPs as required by the SWPPP prepared for site-specific projects. In addition, State Parks developed and implements a program to prevent construction site discharges. An inspection program is also implemented by Oceano Dunes District staff using a Construction Site Management Program Checklist (California State Parks 2019).

The BMP Manual (California State Parks 2007) provides the methods necessary for Oceano Dunes District staff to minimize the impacts of erosion, sedimentation and other non-stormwater pollutants related to OHV trails and other improvements. The BMP Manual includes measures that minimize or eliminate the effects of soil erosion and sedimentation due to stormwater and non-stormwater discharges. The BMP Manual includes a variety of site-specific practices including measures that are designed to prevent erosion; provide surface stabilization; control dust track out, runoff, and sediment; ensure proper design of roads and trails; provide for restoration and rehabilitation; along with measures developed specifically for park operations and maintenance.

All of the site-specific projects within the PWP planning area are required to adhere to the SWRCB's NDPES Construction General Permit requirements and the Phase II MS4 Permit requirement, along with the State Parks Storm Water Management Plan and BMP Manual requirements related to stormwater management and discharge and control. Compliance with these existing laws, regulations, and plans would serve to minimize both short-

term water quality impacts from construction (at all of the Proposed Development Projects and Small Development Projects) and long-term water quality impacts associated with new development (at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project) in order to protect beneficial uses of receiving waters as designated in the Basin Plan and comply with WDRs issued to meet TMDLs established by the Central Coast RWQCB. Therefore, this impact is considered **less than significant**.

Mitigation Measure: No mitigation is required.

Impact 13-2 Substantially Deplete Groundwater Supplies or Substantially Interfere with Groundwater Recharge such that Sustainable Groundwater Management of the Basin would be Impeded

Groundwater Recharge

The Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, Safety and Education Center Replacement Project, 40 Acre Riding Trail Project, and Oso Flaco Lake Boardwalk Replacement Project consist primarily of improvements and upgrades to existing facilities. Furthermore, rainfall would still percolate through the cracks between the boards in the boardwalks, as well as through the soil at the 40 Acre Riding Trail Project. Therefore, these site-specific projects would have a **no impact** related to interference with groundwater recharge.

As discussed in Chapter 10, "Geology, Soils, and Paleontological Resources," NRCS soil survey data indicate that soils at the Oso Flaco Improvement Project consist primarily of sandy loam, and soils at the Phillips 66/Southern Entrance Project consist of Dune land and Oceano sand. All of these soils have a moderately high to high permeability rate, which means that rainwater and landscape irrigation water can easily penetrate through the soil to recharge the groundwater aquifer. Most of the land surface at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project sites would not be covered with impervious surfaces; therefore, most of these 215-acre and 890-acre sites, respectively, would continue to be available for rainfall to percolate through the soil and recharge the groundwater aquifer. In addition, some of the landscape irrigation water would also likely percolate through the soil for recharge. Because most of the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project sites would still be available for rainfall to recharge the aquifer, these projects would not interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded. Therefore, impacts related to groundwater recharge would be **less than significant.**

Groundwater Supplies

The Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, Safety and Education Center Replacement Project, 40 Acre Riding Trail Project, and Oso Flaco Lake Boardwalk Replacement Project would result in either no increases in water use

or only very minor increases. No new groundwater wells would be necessary for these projects, and therefore these site-specific projects would have **no impact** related to depletion of groundwater supplies or potential conflicts with or obstruction of sustainable groundwater management of the basin.

Oso Flaco and Phillips 66

The PWP planning area is located in the Santa Maria Groundwater Basin, which has been designated by DWR as a very low priority groundwater basin (DWR 2019). Therefore, a GSP is not required and has not been prepared. However, the groundwater basin management areas are required by the court as part of the Stipulation and Judgment to develop the technical bases for sustainable management of the surface and groundwater supplies, and to provide yearly reports to DWR.

A new groundwater well would be required at both the Oso Flaco Improvement Project site and the Phillips 66/Southern Entrance Project site to supply potable water and non-potable irrigation water. (Although Phillips 66 currently has a groundwater well that supplies water for use at the Santa Maria Refinery, there is a contaminated groundwater plume at the site. In order to avoid potential impacts, a new groundwater well to serve the proposed project may be required be required in a different location on the Phillips 66/Southern Entrance Project site, as discussed in detail in Section 12, "Hazards and Hazardous Materials," Impact 12-2.)

Groundwater management in the adjudicated portion of the Santa Maria Basin, where the PWP planning area is located, is split into three areas. The Oso Flaco Improvement Project is in the SMVMA, where the total amount of groundwater extracted in 2019 was 109,937 afy; nearly all of this groundwater was for agricultural use (DWR 2020b). The Phillips 66/Southern Entrance Project is in the NMMA, where the total amount of groundwater extracted in 2019 was 11,397 afy, of which 5,027 afy was for agricultural use and 6,370 afy was for urban/industrial use (NMMA Technical Group 2020).

The Oso Flaco Improvement Project (at full buildout) would have 200 full hookup RV sites, 100 tent sites, 20 rental cabins, campground restroom/shower buildings, plus additional facilities that would require water consisting of a lifeguard tower, concession, park general purpose building, facilities and maintenance building, office for lifeguards and rangers, staff residences, entrance kiosk, environmental education center, and wash water for a park maintenance area, along with landscape irrigation. The Oso Flaco Improvement Project is estimated to require approximately 233.6 afy of groundwater. The Oso Flaco Improvement Project site is currently leased by State Parks for agricultural use (i.e., row crops grown on 166 acres). Actual groundwater usage data for the agricultural field at the Oso Flaco Improvement Project site is not available; however, implementing the Oso Flaco Improvement Project would likely result in a net reduction in groundwater use as compared to the existing agricultural use for irrigation of row crops (i.e., using a water demand factor of 2.5 afy per acre of rotational vegetables [Luhdorff and Scalmanini 2019], the existing agricultural water usage at the project site likely averages approximately 415 afy). The groundwater used to support the Oso Flaco Improvement Project (233.6 afy) would represent approximately 0.21% of the total groundwater extracted in the SMVMA. Therefore, the impact of the Oso Flaco Improvement Project related to increased need for groundwater supplies and potential conflicts with groundwater sustainability is considered **less than significant.**

The Phillips 66/Southern Entrance Project (at full buildout) would have 225 full hookup RV sites, 50 tent sites, 20 cabins, campground restroom/shower buildings staff residences, environmental training center, concession, visitor center, ranger station, and entrance kiosk. The Phillips 66/Southern Entrance Project is estimated to require a similar amount of water as the Oso Flaco Improvement Project, including landscape irrigation (233.6 afy). However, the existing Phillips 66 Santa Maria Refinery is already using 1,100 afy for its facility (NMMA Technical Group 2020), and this water would transfer over to State Parks for use at the Phillips 66/Southern Entrance Project. Therefore, no additional groundwater supplies from the NMMA would be required to serve the Phillips 66/Southern Entrance Project, and the current groundwater usage at this site would be reduced by 866.4 afy.

The total annual groundwater extracted from the adjudicated portion of the Santa Maria Basin (which comprises nearly the entire basin) is approximately 124,678 afy (DWR 2019). The amount of new groundwater extraction necessary to serve the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project (467.2 afy combined) would represent an annual reduction in groundwater usage as compared to current conditions (approximately 1,515 afy)..

As noted above in the Environmental Setting, the NMMA (which includes the Phillips 66/Southern Entrance Project site) continues to experience a severe water shortage as evidenced by declining well levels. The Stipulation and Judgment for the Santa Maria Groundwater Litigation (Lead Case No. 1-97-CV-770214), Section VI.E.5, states that all new urban uses shall provide a source of supplemental water to offset the water demand associated with the development. Currently, the only source of supplemental water dedicated to new urban uses is the 800 afy of capacity that NCSD added via the Nipomo Supplemental Water Project, which is scheduled to increase to 3,000 afy by 2026. In September 2015, San Luis Obispo County adopted Ordinance 3307 which allows new urban development within the NMMA without imposing a requirement that the development project offset its water demand with a source of supplemental water. Instead, Ordinance 3307 requires the project proponent to offset the estimated new water demand of the project through a form of demand offset approved by the County (e.g., plumbing retrofit or participation in a County approved conservation program) (NMMA Technical Group 2020). However, as discussed above, the Phillips 66/Southern Entrance Project could require up to 233.6 afy of groundwater, which would substantially reduce the yearly amount of groundwater extracted in the NMMA by 866.4 afy as compared to 2019 conditions. Therefore, the Phillips 66/Southern Entrance Project would not substantially deplete groundwater supplies such that sustainable groundwater management of the basin would be impeded. This impact is considered **less than significant.**

Mitigation Measure: No mitigation is required.

Impact 13-3 Substantial Alteration of Drainage Patterns Resulting in Substantially Increased Erosion, Siltation, Downstream Flooding, or Increased Stormwater Runoff Volumes that would Exceed Stormwater Drainage Capacity

The North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, and Safety and Education Center Replacement Project involve improvements to existing facilities. These site-specific projects, along with the Trash Enclosure Project and the 40 Acre Riding Trail Project, would not result in

substantial alteration of existing drainage patterns; and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff, which could in turn result in increased flooding or exceed existing stormwater drainage capacity. Furthermore, all site-specific projects that disturb more than 1 acre of land are required by law to prepare and implement a SWPPP with associated BMPs that are specifically designed to prevent erosion and siltation. Finally, all site-specific projects are required by law to be designed and operated according to the specific requirements contained in the *Stormwater Management Plan for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach* (California State Parks 2019), as discussed in detail in Impact 13-1.

The Pismo State Beach Boardwalk Project would result in development of new visitor amenity—a boardwalk through the sand dunes with viewing platforms. The boardwalk and viewing platforms would be situated slightly above the sand, with anchors to hold them place, and bridge structures would be constructed across low-lying riding areas to allow the passage of Park maintenance vehicles, pedestrians and horseback riders underneath. The boardwalk would be installed between Grand Avenue and Pier Avenue. The Pismo Creek Estuary Seasonal (Floating) Bridge Installation would result in a seasonal floating bridge installed across the mouth of Pismo Creek to reduce bank erosion from visitors walking to the beach. The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk over the lake with a structure of a similar size. As described in detail in Impact 13-1, all site-specific projects that disturb more than 1 acre of land are required by law to prepare and implement a SWPPP with associated BMPs that are specifically designed to prevent erosion and siltation. Furthermore, all site-specific projects are required by law to be designed and operated according to the specific requirements contained in the *Stormwater Management Plan for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach* (California State Parks 2019). Construction and operation of the boardwalks and floating bridge would not increase the amount of impervious surfaces, because rainwater would continue to flow through to the sand via cracks between the boards. The Pismo Creek Estuary Seasonal (Floating) Bridge Installation would be removed seasonally to ensure that flooding does not occur. Thus, there would be no increase in the amount of stormwater runoff, and there would be no related increase in flooding or exceedance in existing stormwater drainage capacity.

The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would require grading, excavation, and earthmoving activities associated with construction of new campgrounds, buildings, other park facilities, and underground utilities over a large area. Earthmoving activities could alter existing drainage patterns and would result in an increase in impervious surfaces as compared to existing undeveloped conditions. The increased impervious surfaces would result in additional stormwater runoff, that could contribute to increased pollutant transport to downstream waterbodies, increased erosion, as well as downstream flooding conditions in Oso Flaco Lake and/or Oso Flaco Creek. Project designs are conceptual at this stage, and therefore the final calculations related to stormwater volume, rate, and design of on-site stormwater infrastructure, any necessary site-specific detention facilities and stormwater pre-treatment features have not been performed. However, as described in detail in Impact 13-1, all facilities in the PWP planning area must be designed according to the requirements in the *Stormwater Management Plan for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach* (California State Parks 2019). The Stormwater Management Plan contains the specific formulas for calculating stormwater runoff volumes and rates, along with the types of facilities that can be designed and installed to appropriately detain and meter flows prior to discharge. The Stormwater

Management Plan also requires implementation of site-specific BMPs to protect water quality and beneficial uses of receiving waters as designated in the Basin Plan. The Stormwater Management Plan includes the required use of State Parks' BMP Manual (California State Parks 2007), which provides the methods necessary for Oceano Dunes District staff to minimize the impacts of erosion, sedimentation, and other non-stormwater pollutants. The BMP Manual, which applies primarily to OHV trails, includes measures that minimize or eliminate the effects of soil erosion and sedimentation due to stormwater and non-stormwater discharges. The BMP Manual, which applies primarily to OHV trails, includes a variety of site-specific practices including measures that are designed to prevent erosion; provide surface stabilization; control dust trackout, runoff, and sediment; and ensure proper design of trails. Compliance with SWRCB's NDPES Construction General Permit requirements and the Phase II MS4 Permit requirement, along with the State Parks Storm Water Management Plan and BMP Manual requirements related to stormwater management and discharge and control, would minimize both short-term impacts from construction and long-term impacts associated with new development. Any necessary basins for control of stormwater volume, rate, and pre-treatment would be designed for short-term detention rather than long-term retention (to ensure that new habitat for waterfowl that could result in birdstrike hazards at the Oceano County Airport would not occur); please see also Impact 12-3 in Chapter 12, "Hazards and Hazardous Materials"). Therefore, the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not result in substantially increased erosion, siltation, or exceedance of stormwater drainage capacity, and would not create new flood conditions as a result of stormwater runoff, and this impact is considered **less than significant**.

Mitigation Measure: No mitigation is required.

Impact 13-4 Impede Flood Flows or Risk Release of Pollutants from Inundation in a Flood or Tsunami Hazard Zone

The Phillips 66/Southern Entrance Project and the 40 Acre Trail Riding Project are not located in a flood hazard zone or a tsunami inundation zone. Thus, there is no potential for these two site-specific projects to impede flood flows or result in the release of pollutants stored on site from flooding during the construction or operational phase. Therefore, there would be **no impact** from implementation of the Phillips 66/Southern Entrance Project or the 40 Acre Trail Riding Project.

The Oso Flaco Improvement Project (aside from the proposed trail around Little Oso Flaco Lake) is not located in a flood hazard zone, but most of the project site, along with the Oso Flaco Lake Boardwalk Replacement Project, is located in a tsunami inundation zone (CGS 2020). All of the other site-specific projects (Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, and Safety and Education Center Replacement Project) are located in both a flood hazard zone and a tsunami inundation zone (FEMA 2017, CGS 2020).

As discussed in the Environmental Setting, all of Pismo State Beach, along with those portions of the Oceano Dunes SVRA that are along the beach adjacent to the ocean, are already within flood hazard and tsunami inundation zones. Therefore, implementation of the

North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, and Safety and Education Center Replacement Project—which consist of improvements at existing facilities—would not subject additional people or the environment to new or substantially greater impacts from inundation or impede flood flows as compared to existing conditions. Similarly, beach and dune use is already occurring within Pismo State Beach, and therefore implementation of the Pismo State Beach Boardwalk Project would also not subject additional people or the environment to new or substantially greater impacts from inundation as compared to existing conditions. The Pismo Creek Estuary Seasonal (Floating) Bridge Installation would be removed seasonally to ensure that additional flooding hazards do not occur from reducing the size of the flood flow channel.

Most of the Oso Flaco Improvement Project site campgrounds and facilities, and the Oso Flaco Lake Boardwalk Replacement Project, would be developed in a tsunami inundation zone, which is common in low-lying areas along the Pacific Ocean. The National Oceanic and Atmospheric Administration (NOAA) operates warning centers that track earthquakes or landslides that have the potential to trigger a tsunami in the Pacific Ocean. Tsunami-generating incidents can be detected, pinpointed, and the magnitude computed within 2–12 minutes depending on the distance from the warning center. The Governor's Office of Emergency Services (OES) and the National Weather Service, in cooperation with the West Coast/Alaska Tsunami Warning Center operated by NOAA, distribute tsunami information to law enforcement, public safety organizations, and the media. San Luis Obispo County also distributes tsunami information to local law enforcement, public safety organizations, and the media. Additionally, the County can activate strategic coastal warning sirens to alert the public to tune in to local radio and television stations for emergency information. The County can also provide tsunami warnings by activating the Emergency Alert System (San Luis Obispo County Office of Emergency Services 2016). In the event of a tsunami hazard, State Parks would coordinate with the State OES, the County OES, and local law enforcement to provide notification to park staff and visitors, and to provide for orderly evacuation out of the park eastward along Oso Flaco Lake Road, and thence to SR 1.

During construction activities, construction materials and equipment would be staged within each site-specific project site. Small quantities of hazardous materials such as fuels, oils, lubricants, and paint would be temporarily stored within each staging area. Most project-related work would occur during the spring, summer, and fall. If construction work is necessary during the winter rainy season, State Parks would require construction contractors to remove any hazardous materials from staging areas if flood warnings are issued.

For the reasons described above, the Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, Safety and Education Center Replacement Project, Oso Flaco Lake Boardwalk Replacement Project, and Oso Flaco Improvement Project would result in **less-than-significant** impacts related to inundation and release of pollutants or impedance of flood flows.

Mitigation Measure: No mitigation is required.

Impact 13-5 Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

Surface Water

As discussed in detail in Impact 13-1, all of the site-specific projects within the PWP planning area are required to implement the SWRCB's NDPES Construction General Permit requirements and the Phase II MS4 Permit requirement, and the State Parks Storm Water Management Plan and BMP Manual requirements, related to stormwater management and discharge and control. In addition, State Parks is required to obtain CWA Section 404 permit from the USACE, CWA Section 401 Clean water certification from the Central Coast RWQCB, and a Fish & Game Code Section 1602 Streambed Alteration Agreement from CDFW for repeated installation and removal of the Pismo Creek Estuary Seasonal (Floating) Bridge Installation and for work associated Oso Flaco Lake Boardwalk Replacement Project. These permits would contain site-specific provisions to protect water quality, such as requiring the use of a turbidity curtain, minimizing the disturbance area, staging construction equipment and materials away from water in upland areas, and implementing the required BMPs and Spill Prevention Plan associated with the SWPPP. Compliance with these existing laws, regulations, and plans would serve to minimize both short-term water quality impacts from construction (at all of the site-specific projects) and long-term water quality impacts associated with new development (at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project) in order to protect beneficial uses of receiving waters as designated in the Basin Plan and comply with WDRs issued to meet TMDLs established by the Central Coast RWQCB. Therefore, the site-specific projects within the PWP planning area would not conflict with or obstruct implementation of the Basin Plan, and this impact is considered **less than significant**.

Groundwater

The Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, Safety and Education Center Replacement Project, 40 Acre Riding Trail Project, and Oso Flaco Lake Boardwalk Replacement Project, would result in either no increases in water use or only very minor increases. No new groundwater wells would be necessary for these projects, and therefore these site-specific projects would have **no impact** related to potential conflicts with or obstruction of implementation of sustainable groundwater planning.

The PWP planning area is located with the Santa Maria Groundwater Basin, which has been designated by DWR as a very low priority groundwater basin. Therefore, a GSP is not required and has not been prepared. However, the groundwater basin management areas are required by the court as part of the Stipulation and Judgment to develop the technical bases for sustainable management of the surface and groundwater supplies, and to provide yearly reports to DWR. As discussed in detail in Impact 13-2, the extraction of additional groundwater that would be necessary to support the Oso Flaco Improvement Project (233.6 afy) would result in a net decrease of groundwater extraction in the SMVMA as compared to existing (2019) conditions,since approximately 166 acres of agricultural irrigation for row crops (estimated annual groundwater use of 415 afy) would no longer occur. Annual

extraction of groundwater in the NMMA to support the Phillips 66/Southern Entrance Project (233.6 afy) would also be reduced as compared to 2019 conditions, since the Santa Maria refinery currently extracts substantially more water than would be needed for the proposed project. Therefore, the groundwater required to supply the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would not substantially decrease groundwater supplies in the basin and would not interfere with sustainable groundwater basin management. This impact is considered **less than significant.**

Mitigation Measure: No mitigation is required.

13.4 Cumulative Impacts

13.4.1 Water Quality, Erosion, and Conflicts with Water Quality Planning

Earthmoving activities associated with the projects considered in this cumulative analysis, as well as the PWP, have the potential to increase erosion and for accidental spills of hazardous materials during construction. During winter storm events, disturbed soils and hazardous materials could be transported to downstream receiving water bodies, resulting in degradation of water quality from sedimentation and materials such as fuels, lubricants, and paints. This could degrade water quality due to an increase in impervious surfaces from new development (which would increase the amount of stormwater runoff) and handling of hazardous materials (which could contaminate the stormwater runoff). Increases in stormwater runoff could cause downstream erosion, sedimentation, and increase turbidity in receiving waters, depending on waterway conditions. Contaminated stormwater runoff would result in increased pollutant loading due to contact with petroleum and other contaminants deposited on impervious surfaces. Construction activities would involve grading and movement of earth, as well as a limited amount of in-water work, which could result in soil erosion and stormwater discharges of suspended solids, increased turbidity, and potential mobilization of other pollutants from project-related construction sites. Project applicants that disturb more than 1 acre of land must prepare SWPPPs and implement BMPs that are consistent with Central Coast RWQCB requirements as part of the NPDES Construction General Permit. In addition, all State Parks projects must be implemented in compliance with the Stormwater Management Plan (California State Parks 2020), which contains specific requirements for design and construction of construction and operational stormwater control and quality facilities. State Parks is required to obtain CWA permits for in-water work that would contain site-specific measures to protect water quality. Other private development and City and County agency projects must comply with local agency Stormwater Management Plans, and may also be required to obtain CWA permits, that also contain contains specific requirements for design and implementation of construction and operational stormwater control and quality facilities. Implementation of these regulatory requirements would substantially reduce construction and operational erosion and water quality impacts in compliance with the *Water Quality Control Plan for the Central Coastal Basin* (Central Coast RWQCB 2019). Therefore, construction and operation-related impacts from erosion and water quality and potential conflicts with a water quality control plan from implementation of the PWP and the other projects considered in this cumulative analysis would be cumulatively **less than significant.**

13.4.2 Stormwater Drainage Systems, Pollutant Transport, and Flooding

The projects considered in this cumulative analysis, along with the PWP, could substantially alter drainage courses and runoff patterns from existing conditions. Compacting soils and constructing impervious surfaces can reduce the net amount of

infiltration of rainwater into the soil, thereby increasing runoff rates and volumes, which can result in exceedance of stormwater drainage facilities and localized or downstream flooding. Increased impervious surfaces can also result in additional transport of urban pollutants in stormwater runoff. Furthermore, the PWP, and some of the projects considered in this cumulative analysis, would be located in flood hazard zones and tsunami inundation zones, which could also result in pollutant transport. All PWP projects are required to comply with the State Parks Stormwater Management Plan (California State Parks 2020), to reduce the rate of post-construction runoff and control urban runoff pollution in compliance with the statewide Phase II MS4 General Permit (SWRCB 2013) through the incorporation of BMPs, LID, and hydromodification management techniques. Other private development and City and County agency projects must also comply with local agency Stormwater Management Plans that also contain specific requirements for design and implementation of construction and operational stormwater control and quality facilities in compliance with regional and statewide MS4 permits. Therefore, the impacts of PWP implementation related to alteration of drainages such that stormwater drainage system capacity would be exceeded, increased pollutant transport, and downstream flooding, when considered in combination with the projects considered in this cumulative analysis, would be cumulatively **less-than-significant**.

13.4.3 Groundwater Recharge, Groundwater Supplies, and Conflicts with Groundwater Sustainability Plans

The Pismo Creek Estuary Seasonal (Floating) Bridge Installation, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Pismo State Beach Boardwalk Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Replacement Project, Trash Enclosure Project, Safety and Education Center Replacement Project, 40 Acre Riding Trail Project, and Oso Flaco Lake Boardwalk Replacement Project, would result in either no increases in water use or only very minor increases. Furthermore, these projects generally involve replacement of existing facilities, and therefore do not include new impervious surfaces that could impede groundwater recharge. No new groundwater wells would be necessary for these projects. Therefore, these site-specific projects would have **no impact** related to substantial loss of groundwater recharge, substantial new groundwater supplies, or potential conflicts with or obstruction of implementation of sustainable groundwater planning.

The cumulative development projects, such as Nipomo Woodlands, have and will continue to reduce groundwater recharge in the basin because these sites are almost entirely covered with pavement and buildings as a result of proposed development. Therefore, the cumulative projects could result in a significant impact. The new PWP development at Oso Flaco and Phillips 66 would not substantially reduce groundwater recharge because most of the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project sites would not be covered with impervious surfaces, and therefore most of these 215-acre and 890-acre sites would still be available for rainfall to recharge the aquifer. Therefore, implementation of the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would result in a **less-than-significant** cumulative impact from reduction in groundwater recharge.

Water supply for the PWP and the projects considered in this cumulative analysis would be provided through a combination of surface water and groundwater. A new groundwater well would be required for both the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project. The Santa Maria Groundwater Basin has been

designated as a very low priority basin and therefore is not required to adopt a GSP, and no GSP has been prepared or is planned. However, the groundwater basin management areas are required by the court as part of the Stipulation and Judgment to develop the technical bases for sustainable management of the surface and groundwater supplies, and to provide yearly reports to DWR. The cumulative development projects, such as Nipomo Woodlands, have and will continue to reduce groundwater supplies in the Santa Maria Basin. Therefore, the cumulative development projects could result in a significant impact. As discussed in detail in Impact 13-2, the extraction of groundwater that would be necessary to support the Oso Flaco Improvement Project and/or the Phillips 66/Southern Entrance Project would result in a reduction of groundwater usage as compared to current conditions, and therefore would not substantially decrease groundwater supplies in the basin and would not interfere with sustainable groundwater basin management. Therefore, the cumulative contribution of the Oso Flaco Improvement Project and/or the Phillips 66/Southern Entrance Project to a decrease in regional groundwater supplies and conflicts with sustainable groundwater management is considered **cumulatively less than significant**.

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14.0 LAND USE PLANS AND POLICIES

14.1 Regulatory Setting

The following planning documents and management directions apply to the PWP planning area.

14.1.1 California State Parks – Policies and Management Direction

14.1.1.1 Pismo State Beach and Pismo [Oceano] Dunes SVRA General Resource and Development Plan

The Pismo State Beach and Pismo [Oceano] Dunes SVRA General Resource and Development Plan (General Plan) was approved in April 1975 (CDPR, 1975). The purpose of the plan is to provide a guidance document to direct growth and management of the Park resources into the future. The General Plan was amended twice. It was amended in 1982 to allow for the Grover Beach Lodge at Grand Avenue (CDPR, 1975); and it was amended again in 1994 (CDPR, 1975) to reflect the results of the Pismo [Oceano] Dunes SVRA Access Corridor Project, which concluded that the Grand and Pier Avenue entrances were the Environmentally Preferred Alternative, together with the staging area that remains in use today.

As described in the General Plan and the PWP Vol 1, Chapter 1, "Introduction," the Park includes three different park classifications: State Beach (Public Resources Code (PRC) § 5019.56(c)), Natural Preserve (PRC § 5019.17) and SFRA (PRC § 5090.43). The PRCs further describes these classifications and prescribe management and operations guidelines specific to each classification.

The **Pismo State Beach** Park unit encompasses beach, creeks and lagoons, natural dunes, campgrounds, and a golf course. The General Plan sets forth the purpose of Pismo State Beach is to make available to the people an outstanding coastal area of beach and sand dunes located in and southward from the City of Pismo Beach in San Luis Obispo County. Specific recreational activities to be perpetuated include aesthetic enjoyment of dunes and shore and walking in the sand dune areas.

The **Pismo Dunes Natural Preserve (Dunes Preserve)**, managed under the Pismo State Beach Park unit, perpetuates in an essentially natural condition, a substantial tract of sand dunes in an area where they attain outstanding development and where they may easily be visited and enjoyed by interested persons.

The **Oceano Dunes SVRA** consists of lands selected, developed, and operated to provide OHV recreation opportunities. Areas must be developed, managed, and operated for the purpose of providing the fullest appropriate public use of the vehicular recreational opportunities present, in accordance with the Off-Highway Motor Vehicle Recreation Act of 2003 (PRC § 5090.01 et seq.), while providing for the conservation of cultural resources and the conservation and improvement of natural resource values over time.

14.1.2 California Coastal Act

As described in PWP Vol 1, Chapter 1, "Introduction," in 1976, the California Legislature adopted the California Coastal Act (Coastal Act). The Coastal Act is the foundation of the California Coastal Management Program, which includes the basic policies for managing and balancing the use of resources for State and national interests in

California's Coastal Zone. Pismo State Beach and Oceano Dunes SVRA are located within the Coastal Zone.

Development activities require a coastal development permit (CDP) in the Coastal Zone and are regulated by the Coastal Commission and local governments through their respective Local Coastal Plans (LCPs). In 1982, the Coastal Commission approved CDP 4-82-300 for State Parks implementation of some development projects from the General Plan, including kiosks at the Park vehicle entrances at Grand Avenue and Pier Avenue. Since then, there have been five amendments, four of them approved by the Director as minor changes. The PWP proposes the implementation of management plans and programs and a specific set of Development Projects that would occur in the Coastal Zone once the Coastal Commission certifies as consistent with the Coastal Act. Chapter 3 of the Coastal Act (PRC Section 30200 et seq.) sets forth the policies that constitute the standards for the adequacy of local coastal plans (LCPs) and development subject to the Coastal Act.

Table 14-1 below summarizes the Coast Act standards that apply to the PWP improvements::

Table 14-1. Coastal Act Public Access and Recreation Standards

PRC Section	Title and Summary of Requirement
30210	**Access; recreational opportunities; posting**: In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse
30211	**Development not to interfere with access.** Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.
30212	**New Development Projects.** (a). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated access shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
30212.5	**Public facilities; distribution.** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
30213	**Lower cost visitor and recreational facilities; encouragement and provisions; overnight room rentals.** Lower cost visitor and recreational facilities shall be

PRC Section	Title and Summary of Requirement
	protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.
30214	**Implementation of public access policies; legislative intent.** (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution. (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.
30220	Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
30221	Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

14.1.3 Local Coastal Programs

As described in PWP Vol I, Chapter 1, "Introduction," a public works plan must be consistent with any LCPs of associated jurisdictions. Portions of Pismo State Beach and Oceano Dunes SVRA are within three local coastal programs:

- **City of Pismo Beach General Plan and Local Coastal Program** (City of Pismo Beach, 1992)
- **City of Grover Beach Local Coastal Program** (City of Grover Beach, 1981)
- **San Luis Obispo Local Coastal Program**: The County's Land Use Plan (LUP) is divided into four Land Use Element Planning Areas. The San Luis Bay Area Plan (Coastal) (County of San Luis Obispo, 1988) of the LUP encompasses the south-central coastal portion of the County and the South County Coastal Area Plan (County of San Luis Obispo, 1988) of the LUP encompasses the southwestern portion of the County. The County's LCP includes Coastal Plan Policies (County of San Luis Obispo, 1988) that are applied in conjunction with the certified LUP and County's Coastal Zone Land Use Ordinance (CZLUO). The Plans collectively describe County land-use policies for these planning areas, including regulations that are also adopted as part of the CZLUO and LCP, including policies addressing the development of Pismo State Beach and Oceano Dunes SVRA. In addition, the Oceano Specific Plan (County of San Luis Obispo, 2002), certified by the Coastal Commission in April 2004, is intended to be applied in conjunction with the San Luis Bay Area Plan (Coastal).

As part of the PWP planning process, the planning team conducted a detailed PWP consistency review for the Coastal Act Standards related to Public Access and Recreation and the applicable LCPs (see PWP Vol. 1, Chapter 4, "Consistency with Local Coastal Programs and the Coastal Act").

14.1.4 Oceano County Airport Land Use Plan

The SLO County Airport Land Use Commission (ALUC) provides for the orderly development of areas surrounding public use airports. In carrying out this duty, the ALUC prepares Airport Land Use Plans and reviews county and city actions that can affect the land use in the vicinity of the airport. The ALUC is an autonomous entity independent of the SLO County government. The Oceano County airport is located in unincorporated SLO County west of State Route 1 (SR 1), south of Pier Avenue, and just north of the Dunes Preserve. In 2018, there were 9 aircraft based at the field and an average of 27 flights per day occurred at the airport (AirNav 2020). The Oceano County Airport Land Use Plan (ALUP) (ALUC 2007) establishes land use planning areas, which dictate allowable land uses for areas surrounding the airport (airport overlay zone). The ALUP extends approximately 4,000 feet around the runway and overlaps the central portion of the PWP planning area. The Oceano County ALUP is intended to protect the long-term viability of the airport by ensuring that only compatible land uses are built in the vicinity of the airport, ensuring adoption of land use regulations which minimize exposure of people to hazards associated with airport operations, provide operations, and provide a set of policies and criteria to assist the ALUC in evaluating the compatibility of proposed actions of local agencies with present and future operations at the Airport (SLOALUC, 2007). Section 4 of the ALUP, Airport Land Use Planning Areas, identifies and delineates planning areas based on their proximity to the airport and their potential to be exposed to airport-related hazards. Section 5 of the ALUP, Airport Land Use Compatibility Policies, establishes policies to minimize the exposure of new development to airport-related hazards.

The PWP proposes an upgraded entrance kiosk and lifeguard tower at Pier Avenue and within the airport land use planning boundary for Area OA (open space areas exposed to severe/significant airport impacts). Relevant policies to this activity would include the following:

Policy G-1 ALUP right of review – No project or land use may be established within the Airport Planning Area nor may any building or use permit be issued for a proposed development unless the proposed project or land use has been reviewed by the ALUC of San Luis Obispo County and has been determined by that Commission to be consistent with this ALUP. If a project has been determined by the ALUC to be inconsistent, the project or land use may not be established and no building or use permit may be issued for such project or land use unless and until: a) The Board of Supervisors has voted to override the ALUC's determination of inconsistency by a four-fifths majority vote, and b) The Board of Supervisors has made specific findings that the proposed project or land use is consistent with the purposes of the State Aeronautics Act, as stated in Public Utilities Code section 26770(a): "It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards around public airports to the extent that these areas are not already devoted to incompatible uses." c) The Board of Supervisors has, at a time no less than 45 days prior to its decision to overrule the ALUC, provided to the ALUC and to the Division of Aeronautics of the California Department of Transportation a copy of its proposed decision and of required findings in support of such decision and has included (in its decision to overrule the ALUC) the comments from the ALUC and from the Division of Aeronautics,

With regard to Policy G-1, the Oceano County ALUP identifies that no entity other than an ALUC is empowered by state law to make a determination of consistency with respect to an adopted ALUP, but that the review of individual projects such as the proposed PWP is not a responsibility mandated to the ALUC when such projects do not require adoption or amendment of a general plan, zoning ordinance, etc.

Additionally, the FAA limits the height of structures within the immediate approach areas of airport runways (14 Code of Federal Procedures, Part 77) and restricts uses that could attract birds within 5 miles of an airport.

14.2 Environmental Setting

14.2.1 Coastal Access and Environmental Protection

State Parks represents the most diverse natural and cultural heritage holdings of any land management agency in California. These lands support a stunning array of the state's landscape provinces, environmentally sensitive habitat areas, threatened species, ancient Native American sites, and historic facilities. With almost twenty-five percent of California's magnificent coastline under its care, Parks manages the state's finest coastal wetlands, estuaries, and dune systems. At the same time, the demands of more than 30 million Californians for recreational opportunities are increasing. In recent years, over 70 million visits annually are made to State Parks, with most visits occurring between mid-May and mid-September.

See PWP Vol. 2, "Existing Conditions," for a detailed description of Pismo State Beach, including the Dunes Preserve, and Oceano Dunes SVRA existing recreational facilities, amenities, uses, visitation, and recreational activities.

14.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, implementation of the PWP would result in a potentially significant impact related to land use if it would:

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?

14.3.1 Issues Not Discussed Further in this EIR

State Parks owns two single family residences and two mobile home pads in the Corporation Yard, which is within the PWP planning area. These residences are neither formally nor informally an established community. PWP Development Projects, Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, include the construction of 6-8 new staff residences. There are no other residences within the PWP planning area. Therefore, implementation of the PWP would not physically divide an established community. This issue is not discussed further in this EIR.

14.3.2 Impacts and Mitigation

Impact 14-1: 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?

14.3.2.1 Conformance with Pismo State Beach and Pismo [Oceano] Dunes SVRA General Development and Resource Management Plan (General Plan)

The proposed PWP includes Development Projects and Small Development Projects and Park operations and maintenance activities. The North Beach Campground Facility Improvements Project, Oceano Dunes Campground Infrastructure Improvements Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, and Oso Flaco Boardwalk Replacement Project, Trash Exclosure Project would include upgrades and improvements to existing facilities.

The Pismo State Beach (Grand Dunes) Boardwalk Project would be an extension of the existing boardwalk north of Grand Avenue in Grover Beach. As described in the Pismo State Beach and Oceano Dunes SVRA General Plan, the purpose of Pismo State Beach is to make available to the people an outstanding coastal area of beach and sand dunes located in and southward from the City of Pismo Beach in San Luis Obispo County. Specific recreational activities to be perpetuated and provided for include the aesthetic enjoyment of dunes and shore and walking or riding horseback in the sand dune areas. General Plan elements include the provision of a system of trails for biking, hiking, and equestrian use. The Pismo State Beach Boardwalk will provide a substantial internal public access improvement for the public trail system within the Park and to adjacent neighborhoods and therefore will result in a **beneficial impact** to the intended land use in the Park. The elevated pedestrian boardwalk will provide

views of the beach and ocean and run 1.1 miles south along the foredunes between Grand Avenue and Pier Avenue in Oceano.

The Pismo Creek Estuary Seasonal (Floating Bridge) Installation would reduce the pedestrian impact on Pismo Creek. This project will reduce erosion and provide a safe and convenient alternative to walking through the mouth of the creek to access Pismo State Beach from the Pismo Coast Village RV Resort, a private campground that abuts the Pismo State Beach boundary. Therefore, the bridge would have a **beneficial impact** on the intended land uses of the Park.

Pursuant to the General Plan, basic elements of the Oceano Dunes SVRA, includes a day-use staging area providing for the operations base for the off-highway vehicle (OHV) activities, administrative facilities necessary to the operation and maintenance of the SVRA, and peripheral natural areas serving passive nonvehicular uses. Overnight facilities include beach camping and inland camping in the dunes. Additionally, passive recreational uses in the Oso Flaco Lake Area of the SVRA includes day use vehicle parking, hiking trails, picnic area, and educational and interpretive facilities. Overnight use includes a hike-in campground suitable for families and (small) groups. Pursuant to the General Plan, administrative facilities in the Oso Flaco Lake Area provides for an initial phase entrance station and maintenance and residence area.

The Oso Flaco (Initial) Improvement Project will support increased recreational opportunities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the General Plan. The project would develop a southern Park destination spot that enhances day-use and adds low-cost overnight camping. The project includes additional visitor serving amenities and would have a **beneficial impact** on the intended land uses at Oso Flaco.

The Oso Flaco (Future) Improvement Project concept would further increase the recreational opportunities at the Oso Flaco (Initial) Improvement Project site with expanded day-use and overnight camping options and additional facilities. The Oso Flaco (Future) Improvement Project would require an amendment to the General Plan, which only envisioned and authorized the improvements proposed under the Oso Flaco (Initial) Improvement Project at the site. As stated in the PWP, State Parks would pursue a General Plan Amendment prior to implementation the Oso Flaco (Future) Improvement Project. Therefore, implementation of the project would not result in non-conformance with applicable plans and there would be **no impact.**

Pursuant to the General Plan, the Oceano Dunes State Vehicular Recreation Area was established to make available to the people opportunities for recreational use of off-road vehicles in a large area of unstabilized sand dunes exceptionally adapted to this recreational activity, regulate such uses in the interest of visitor safety and environmental protection, and provide appropriate related facilities to serve the users of the area. The Southern Entrance (Phillips 66) Project would further support recreational activities for the Oceano Dunes SVRA as envisioned in the General Plan. The General Plan provides for acquisition of private land, including Union Oil properties west of the Southern Pacific Railroad and lands in the vicinity of Osos Flaco Lake for purposes of developing access and recreation facilities and for protection of scenic, archeological, and natural areas. Support facilities in conjunction with OHV use in the sand dunes include a parking area for parking and unloading of trailered vehicles with turfed area for expansion during peak use periods, picnic facilities adjacent to the

parking area and at specific vegetated areas within the dunes, concessions for vehicles service and storage with related food and beverage services, and provision for OHV organizations to develop facilities necessary for dissemination of information and registration for and administration of vehicle events. Overnight use includes back-dunes camping units, primitive camping areas in the dunes, an overflow camping area, and trailer sanitations station.

The Phillips 66/Southern Entrance Project is currently occupied by a refinery slated for closure and would require acquisition or lease of the Phillips 66 property. Therefore, the project design included in the PWP (Volume 1) is conceptual. Vehicle access to the site is off SR 1 in the northeast portion of the site. The project concept contains three focus areas: day use, Park operations, and camping. The project could provide facilities for State Parks operations, educational facilities, OHV training facilities, concessions, multiuse special event area, visitor center, and riding areas for various types of OHVs within the existing footprint of the processing plant, once remediated. A trail outside of the processing plant footprint could include OHV access to the existing southern portion of the SVRA, and non-motorized trails would provide connection to Oso Flaco Lake and the beach. A second entrance could be added at the south portion of the property along SR 1 and could connect to overnight camping and recreation use areas, while the existing northern entrance can be repurposed as the main entrance to the day-use areas. Although the majority of the project conforms with the General Plan, it would use an alternative access point to the southern portion of the OHV recreation area, which is different than what is envisioned in the General Plan.

As described in Chapter 3, “The Plan,” the Oso Flaco (Future) Improvement Project and the Southern Entrances (Phillips 66) Project would require an amendment to the General Plan. As stated in the PWP, State Parks would pursue a General Plan Amendment prior to implementation of the Oso Flaco (Future) Improvement Project.

Additionally, State Parks would continue existing management programs and plans including the management of existing facilities, including upkeep, enhancement, and replacement of existing facilities such as trails, boardwalks, roads, restrooms, kiosks, etc., as well as maintenance of visitor serving facilities. In the PWP planning area, State Parks would manage natural and cultural resources to protect the integrity and comply with relevant state and federal laws and regulations regarding their management and protection. Implementation of the PWP projects and operation and maintenance activities would not result in non-conformance with applicable plans and there would be **no impact.**

14.3.3 Conformance with California Coastal Act and Local Coastal Plans (refer to Chapter 4 in Volume 1)

14.3.3.1 Conformance with California Coastal Act

The proposed PWP will continue existing coastal public access and recreational amenities at the Park and provide new low-cost public access and recreational resources within the PWP area by expanding the system of shoreline and upland trails, installing additional passive public access amenities, and constructing facility improvements. To provide recreational opportunities for all users, all of the PWP projects are designed to increase the level of accessibility to the Park to ensure that maximum public access and recreational opportunities are provided for visitors with varying degrees of special needs. The proposed PWP provides for development of a number of new coastal trails and pedestrian boardwalks, bike paths, improved and new low-cost day-use and overnight camping facilities, and critical Park operations

support facilities, which will serve to maximize public access opportunities for visitors with diverse backgrounds, interests, ages, and abilities.

The PWP also includes development of a number of support facilities throughout the PWP area to support access to and use of the Park including public parking/circulation improvements, trash receptacles, restrooms, potable water, picnic areas, and improved/new facilities to support Park operations and maintenance personnel necessary to operate and maintain the Park and recreational amenities.

PWP improvements have been designed in consideration of topographic, geologic and natural resource constraints, as well as minimizing conflicts between user groups. Proposed trail and Park improvements are sited and designed to be noninvasive on the natural topography and to minimize impacts to sensitive habitat areas. To protect natural resources, the proposed PWP includes the following improvements and design measures:

1) Although trails are a resource-dependent use and are permitted in environmentally sensitive habitat areas (ESHA), proposed trails have been located and designed to avoid or minimize impacts to ESHA by utilizing established trail corridors, following natural contours, and avoiding naturally vegetated areas with significant native plant species to the maximum extent feasible. Where trail construction will result in unavoidable impacts to ESHA, mitigation measures have been identified to fully mitigate all impacts to less than significant levels (see Chapter 7, “Biological Resources”).
2) The majority of proposed Park facility improvements would be located in existing developed areas, public use areas previously disturbed and empty of vegetation and/or areas containing non-sensitive vegetation. Park facility improvements are appropriately setback to maintain existing buffers from stream and coastal wetland habitats and in areas of level terrain, where feasible, to avoid the need for excessive grading and to minimize associated impacts to sensitive habitat areas and water quality. Where construction of Park facilities will result in unavoidable impacts to ESHA, mitigation measures have been identified to fully mitigate all impacts to less than significant levels (see Chapter 7, “Biological Resources”).
3) All proposed Park improvement locations have been evaluated by a qualified biologist/s to ensure that Park improvements have been appropriately located, to the extent feasible, in previously disturbed areas, and are appropriately setback from the top of bank of any adjacent stream, or outer edge of the riparian canopy, whichever is greater. Proposed Park improvements and uses have been evaluated for potential impacts to habitat areas and special-status species, and Avoidance and Minimization Measures (AMMs) and mitigation measures identified in the EIR and HCP to ensure resources impacts are avoided and minimized to the maximum extent feasible (see Chapter 7, “Biological Resources”).
4) The proposed PWP improvements have been designed and will be implemented to address potentially hazardous conditions, including geologic hazards, wildfire, flooding, sea level rise and hazardous materials. (see EIR Chapters 10, “Geology and Soils,” Chapter 12 “Hazardous Materials,” Chapter 13, “Hydrology and Water Quality,” and Chapter 22 “Wildfire”).
5) The proposed PWP includes several measures to ensure that public Park areas subject to degradation resulting from intense and/or unrestricted use are addressed and fully mitigated. These measures include: 1) revegetation of degraded areas with native plants; 2) trail consolidation and improvement to eliminate existing and

discourage future, unmanaged volunteer trails; 3) provision of support facilities such as defined parking areas and trail corridors, trash and recycling receptacles, restrooms, and picnic areas; and 4) provision of support facilities necessary for operations and maintenance personnel and associated maintenance equipment. The PWP's support facilities will ensure that adequate facilities are provided and maintained to manage public parking, trailheads, day-use and camping areas to accommodate potential trash and waste generation throughout the Park. Also, the PWP will ensure that critical support facilities are available to Parks' personnel for storage of equipment and materials necessary to maintain the Park and recreational amenities. These measures will ensure that public use of the Park is maximized in a way that maintains Park areas and sensitive resources such that they remain desirable destination areas for visitors.

7) The PWP includes use limitations and restrictions to ensure that maximum public access and recreational use of the Park can be achieved consistent with protection of sensitive habitats and species. The PWP's fencing and signage program will be maintained to preclude vehicular access and, where necessary, unmanaged pedestrian access, in sensitive habitat areas. Fences, barriers and informational signage will continue to be installed, maintained, and removed on a regular basis including perimeter fencing around vegetation islands and sensitive habitat areas. With PWP approval and implementation, beach camping, vehicular day use and OHV use would be closely monitored and managed, pursuant to the Adaptive Management Program described in PWP Vol. I, Chapter 3, to ensure a proper balance between resource management, recreational use, and visitor experience is maintained for the Park.

The SVRA will maintain existing coastal public access and recreational amenities and provide new low-cost recreational improvements, including new trails and pedestrian boardwalks, bike paths, day use picnic areas, parking and overnight camping, and therefore would have a **beneficial impact** on coastal public access and recreational opportunities for all people, which are allowed under the current CDP and General Plan. The PWP includes a number of support facilities throughout the PWP area that will support public use and enjoyment of the Park and serve to mitigate potential impacts of overcrowding or overuse on sensitive resources. The proposed PWP Park and trail improvements have been located and designed to protect natural resources, to ensure public safety, and to protect the public's right to access the shoreline and to recreate in the Coastal Zone. Therefore, the PWP is consistent with applicable public access and recreation sections of the Coastal Act. See PWP Vol. I, Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act," for additional detail. There would be **no impact** related to Coastal Act Compliance.

14.3.3.2 Conformance with Local Coastal Programs

City of Pismo Beach Local Coastal Program

Within the City of Pismo Beach, the proposed Pismo Creek Estuary Floating Bridge, Butterfly Grove Public Access Project Land and North Beach Campground Facility Improvements Project are located on land designated and zoned as Open Space.

City of Grover Beach Local Coastal Program

Within the City of Grover Beach, the proposed Grand Avenue Entrance is located within the public right-of-way for Grand Avenue and therefore is not subject to the City's land use

designation or zoning. The Pismo State Beach Boardwalk Project and Grand Avenue Lifeguard Tower Project are located on land designated and zoned as Open Space.

San Luis Obispo County Local Coastal Program

All proposed PWP improvements located with the County of San Luis Obispo would be located on land designated and zoned for Open Space, with the exception of the Oso Flaco Improvement Project, which would be primarily located on land designated and zoned Agriculture and the Southern Entrance (Phillips 66) Project site, which is designated as Industrial.

All proposed PWP public access and recreation facilities would be developed consistent with the established Open Space and Recreation land use and zoning designation of the Park areas, with the exception of the conceptual proposal for two potential OHV trail options intended to provide OHV access to the OHV riding area from the Oso Flaco Improvement Project area, which would partially be located in areas designated as Open Space. Permitted Park uses consist of public access and recreational uses, including necessary support facilities. The Oso Flaco Improvement Project would be primarily located on land currently leased to farmers but included in the SVRA designation. However, as detailed in Chapter 5, "Agriculture and Forestry Resources," while the County's land use designation and zoning indicate agriculture, the site is owned in fee title by State Parks, is not under an agricultural preserve, and should not have been designated by the County. As described in Chapter 3, "The Plan," the Southern Entrance (Phillips 66) Project would require an amendment to the San Luis Obispo County Local Coastal Plan to change the site to a compatible land use designation and zoning (e.g. Recreation)

Information regarding PWP conformance with specific Local Coastal Plan policies can be found in PWP Vol. I, Chapter 4, "Consistency with Local Coastal Plans." There would be **no impact** related to compliance with Local Coastal Plans.

14.3.4 Conformance with the Oceano County Airport Land Use Plan

The Oceano County airport runway is approximately 1,700 feet southeast and east of the Pier Avenue Entrance Improvement Project and the Pismo State Beach Boardwalk Project, respectively; and approximately 1,200 feet south of the Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Replacement Project sites. Based on review of the Airport Land Use Plan for the Oceano County Airport (Airport Land Use Commission, Count of San Luis Obispo [ALUC] 2007), the Pier Avenue Entrance Project is within land classified as "Oa"— open space areas exposed to "severe/significant airport impact." The Oa classification includes properties that are currently assigned to the recreational or public facilities zoning designation by the County or are undesignated; which are substantially undeveloped; and which lie within the Runway Protection Zones, the Inner Approach/Departure Zones, the Inner Turning Zones, and the Sideline Zones of the Oceano County Airport. The Airport Land Use Plan, therefore, prohibits new structures within the Oa area.

The Airport Land Use Plan also recognizes the need for continuation of existing land uses and structures within the ALUC classification zones. Open space is a use that is generally compatible with airport operations and consistent with state standards for all safety zones. The Pier Avenue Entrance Project would involve demolishing the existing antiquated State Parks entrance facility and replacing it with a newer, more modern facility that would better meet the needs of recreationists and Park staff. The replacement

entrance facility would be of similar size and height as compared to the existing facility. Therefore, the Pier Avenue Entrance Project would continue to be compatible with the Oa classification.

The FAA limits the height of structures within the immediate approach areas of airport runways (14 Code of Federal Procedures, Part 77). The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project are within the "transitional surfaces" area (ALUC 2007). The transitional surface is a sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and the approach surfaces. The Pier Avenue Entrance Improvement Project is within the "20:1 approach surface" (conical surface area), which extends upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet from the runway (ALUC 2007). The new lifeguard tower proposed as part of the Pier Avenue Entrance and Lifeguard Tower Project would be 23 feet tall, which is the same height as a standard two-story house. There are many existing two-story structures in the vicinity that are closer to the airport runway than the proposed new lifeguard tower. Furthermore, given the distance of the lifeguard tower from the runway and the height of the proposed structure, the new lifeguard tower would not exceed the FAA height restriction for structures within the 20:1 approach surface. The Pier Avenue Entrance Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project would not involve the installation of tall structures, and none of the projects would require the use of tall cranes during the construction process; therefore, these three projects would not violate the FAA Part 77 requirements related to height restrictions. Implementation of the PWP and PWP projects and programs would not conflict with the ALUP and would not violate the FAA Part 77 requirements related to height restrictions. Additionally, PWP projects within five miles of an existing airport would not include new uses that would attract birds. Therefore, there would be **no impact**.

14.4 Cumulative Effects

Implementation of the PWP and PWP projects and programs would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there are **no cumulative effects**.

15.0 MINERAL RESOURCES

15.1 Regulatory Setting

There are no federal or state plans, policies, regulations, or laws that are applicable to mineral resources within the PWP planning area.

15.2 Environmental Setting

The PWP planning area is not located within a known oil and gas field, nor are there any active oil and gas wells (California Geologic Energy Management Division [CalGEM] 2020). The Santa Maria Refinery, which is owned and operated by Phillips 66, is closing, and State Parks plans to potentially lease or acquire the land for the Phillips 66/Southern Entrance Project. The Santa Maria Refinery does not extract oil or gas from the existing property; rather, crude oil is piped to the facility from other sources via underground pipelines.

Under the Surface Mining and Reclamation Act (SMARA), the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. The board's decision to designate an area is based on a classification report prepared by CGS and on input from agencies and the public. The PWP planning area lies within the designated San Luis Obispo-Santa Barbara Production-Consumption Region for concrete aggregate, which includes all designated lands within the marketing area of the active aggregate operations supplying the greater San Luis Obispo-Santa Barbara urban areas. In compliance with SMARA, CGS established a classification system (Table 15-1) to indicate the location and significance of key extractive resources.

Table 15-1. California Geological Survey Mineral Land Classification System

Classification	Description
MRZ-1	Areas where available geologic information indicates that little likelihood exists for the presence of significant aggregate resources.
MRZ-2	Areas where geologic data indicates that significant mineral resources are present.
MRZ-3	Areas containing known or inferred aggregate resources of undetermined significance.
MRZ-4	Areas where available data are inadequate for placement in any other mineral resource zone

Note: MRZ = Mineral Resource Zone
Source: Busch and Miller 2011

A small portion of the Pismo Dunes Natural Preserve is classified as MRZ-2 for specialty sands; the remainder is classified as MRZ-3. The Oceano Dunes SVRA (excluding the Oso Flaco Improvement Project), Trash Enclosure Project, Safety and Education Center Project, 40 Acre Riding Trail Project, Oso Flaco Lake Boardwalk Replacement Project, and Phillips 66/Southern Entrance Project are classified as MRZ-3. The Oso Flaco Improvement Project is classified as MRZ-1. Pismo State Beach, and the Pismo Creek Estuarine (Floating) Bridge Project, North Beach Campground Facility Improvements Project, Butterfly

Grove Public Access Project, Pismo State Beach Boardwalk Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are not classified for mineral resources because they are located inside the city limits of Pismo Beach and Grover Beach. (Busch and Miller 2011.)

15.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to mineral resources if it would:

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?

15.3.1 Impacts and Mitigation

15.3.1.1 Impacts from PWP Implementation

A small area in the Pismo Dunes Natural Preserve is designated as MRZ-2; this a regionally significant designation for specialty sands. However, State Parks does not allow sand or construction aggregate mining activities within the PWP planning area, and this MRZ-2 area has not been mined since the area was acquired by State Parks between 1958 and 1964. The Pismo Dunes Natural Preserve was classified as a preserve in 1974. The remainder of the PWP planning area is not located in a regionally significant (MRZ-2) mineral resource area (Busch and Miller 2011). Furthermore, there are no known oil or gas resources in the PWP planning area (CalGEM 2020). Therefore, ongoing operations and maintenance activities associated with PWP implementation would have **no impact** on mineral resources.

15.3.1.2 Impacts from PWP Development Projects and Other Small Development Projects

Impact 15-1 Loss of Availability of Regionally Important Mineral Resources

The proposed PWP Development Projects and Small Development Projects would not be located within regionally significant (MRZ-2) mineral resource deposits (Busch and Miller 2011). Furthermore, there are no known oil or gas resources in the PWP planning area (CalGEM 2020). The Santa Maria Refinery (which is closing) does not extract oil or gas from the existing property; rather, crude oil is piped to the facility from other sources via underground pipelines. Thus, there would be **no impact** from loss of availability of regionally important mineral resources.

Impact 15-2 Loss of Availability of Locally Important Mineral Resources

As a State agency, State Parks is not required to consider the impacts of its projects related to local general plans. However, to comply with this CEQA threshold, State Parks has consulted the relevant local general plans, and presents the following for informational purposes. The City of Pismo Beach General Plan/Local Coastal Plan states that no

known mineral resources are present, and Policy CO-29 prohibits mining activities within the city limits (City of Pismo Beach 2014). The draft Conservation and Open Space Element for the Grover Beach General Plan Update does not include mineral resources (because there are none within the City limits) (City of Grover Beach 2020). The San Luis Obispo General Plan designates the same mineral resource areas as those designated by CGS (San Luis Obispo County 2010). Thus, the proposed site-specific projects would not be located within any locally-designated areas of significant mineral resources, and there would be **no impact.**

15.4 Cumulative Effects

Because there would be no project-level impacts to mineral resources from implementation of the site-specific PWP projects or from ongoing PWP operations and maintenance activities, the PWP would also not contribute to any cumulative impacts related to mineral resources. Thus, there would be **no cumulative effects.**

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16.0 NOISE

16.1 Regulatory Setting

16.1.1 California Coastal Act

As described in greater detail in Chapter 14, "Land Use and Planning," of this Draft EIR, the California Coastal Act (PRC §30000 et seq.) governs development within the Coastal Zone.

Chapter 3 of the Act, Coastal Resources Planning and Management Policies (PRC §30200 et seq.), sets forth the policies that constitute the standards for development subject to the Coastal Act. Chapter 3 of the Coastal Act does not contain any policies applicable to noise or vibration.

16.1.2 Other Applicable Noise Standards/State of California

Applicable policies for land use-noise compatibility are typically determined in local land use plans such as General Plan noise elements and noise standards that are normally developed for a local noise ordinance. These types of local policies and standards do not directly apply to State Park owned lands or State Park projects.

The State of California General Plan Guidelines (Office of Planning and Research 2017) identify recommendations for the noise elements of local general plans, including a sound level/land-use compatibility chart. The noise element guidelines identify the "normally acceptable" range of noise exposure for low-density residential uses as less than 60 dB L_{dn}, and the "conditionally acceptable" range as 55–70 dB L_{dn}. The "normally acceptable" range for high-density residential uses is identified as below 65 dB L_{dn}, and the "conditionally acceptable" range is identified as 60–70 dB L_{dn}. For educational and medical facilities, levels below 70 dB L_{dn} are considered "normally acceptable," and levels of 60–70 dB L_{dn} are considered "conditionally acceptable." For office and commercial land uses, levels below 70 dB L_{dn} are considered "normally acceptable," and levels of 67.5–77.5 dB L_{dn} are considered "conditionally acceptable." (OPR 2017).

16.2 Environmental Setting

16.2.1 Acoustic Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound, as described in more detail below, is mechanical energy transmitted through a medium (e.g., air) in the form of a wave from a disturbance or vibration.

16.2.1.1 Sound Properties

A sound wave is introduced into a medium by a vibrating object. The vibrating object is the source of the disturbance that moves through the medium. The source could be vibrating vocal cords, the string, and soundboard of a guitar, or the diaphragm of a radio speaker. Regardless of the type of source creating the sound wave, the particles of the medium through which the sound moves are vibrating in a back-and-forth motion at a given frequency (i.e., pitch).

The frequency of a wave is determined by how often the particles vibrate when a wave passes through the medium. It is measured as the number of complete back-and-forth vibrations of a particle per unit of time. If a particle of air undergoes 1,000 longitudinal vibrations in 2 seconds,

then the frequency of the wave would be 500 vibrations per second. A commonly used unit for frequency is Hertz (Hz).

Each particle of the medium vibrates because of the motion of its nearest neighbor. The first particle begins vibrating, at, say, 500 Hz, and sets the second particle of the medium into motion at the same frequency. The second particle begins vibrating at 500 Hz and thus sets the third particle into motion at 500 Hz. The process continues throughout the medium until each particle of the medium vibrates at the same frequency, which is equal to the frequency of the source. Subsequently, a guitar string vibrating at 500 Hz will set the air particles in the room vibrating at the same frequency, which carries a sound signal to the ear of a listener that is detected as a 500-Hz sound wave.

The back-and-forth vibration motion of the particles of the medium is not the only observable phenomenon occurring at a given frequency. Because a sound wave is a pressure wave, a detector can be used to detect oscillations in pressure from high pressure to low pressure and back to high pressure. As the compression (high-pressure) and rarefaction (low-pressure) disturbances move through the medium, they reach the detector at a given frequency. For example, the compression and rarefaction disturbances reach the detector 500 times per second if the frequency of the wave is 500 Hz. Thus, the frequency of a sound wave refers not only to the number of back-and-forth vibrations of the particles per unit of time but to the number of compression or rarefaction disturbances that pass a given point per unit of time.

A detector can be used to detect the frequency of these pressure oscillations over a given period. The period of the sound wave can be found by measuring the time between successive high-pressure points (corresponding to the compressions) or the time between successive low-pressure points (corresponding to the rarefactions). The frequency is simply the reciprocal of the period. Thus, an inverse relationship exists: As frequency increases, the period decreases, and vice versa.

As mentioned previously, a wave is an energy transport phenomenon that transports energy along a medium. The amount of energy carried by a wave is related to the amplitude (i.e., loudness) of the wave. A high-energy wave is characterized by high amplitude; a low-energy wave is characterized by low amplitude. The amplitude of a wave refers to the maximum amount of displacement of a particle from its rest position. The energy transported by a wave is directly proportional to the square of the amplitude of the wave. This means that a doubling of the amplitude of a wave is indicative of a quadrupling of the energy transported by the wave. A tripling of the amplitude of a wave is indicative of a nine-fold increase in the amount of energy transported by the wave.

16.2.1.2 Sound and the Human Ear

Because of the ability of the human ear to detect a wide range of sound pressure fluctuations, sound pressure levels are expressed in logarithmic units called decibels (dB). The sound pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure squared. The reference sound pressure is considered the absolute hearing threshold (Caltrans 2013).

Also, because the human ear is not equally sensitive to all sound frequencies, a specific frequency-dependent rating scale was devised to relate noise to human sensitivity. An A-weighted dB (dBA) scale performs this compensation by

discriminating against frequencies in a manner approximating the sensitivity of the human ear. The basis for compensation is the faintest sound audible to the average ear at the frequency of maximum sensitivity. This A-weighted dB scale has been chosen by most authorities for regulation of environmental noise. Table 16-1 lists typical indoor and outdoor noise levels.

Table 16-1. Typical Indoor/Outdoor Noise Levels and Common Environmental Noise Sources

Indoor/Outdoor	Common Activities	Noise Level (dBA)
Indoor	Jet fly-over at 1,000 feet	100 - 110
Indoor	Gas lawn mower at 3 feet	90 - 100
Indoor	Diesel truck at 50 feet at 50 mph	80 - 90
Indoor	Noisy urban area, daytime	70 - 80
Indoor	Gas lawn mower, 100 feet	70
Indoor	Commercial area	60 - 70
Indoor	Heavy traffic at 300 feet	60
Indoor	Quiet urban daytime	50
Indoor	Quiet urban nighttime	40
Indoor	Quiet suburban nighttime	30 - 40
Indoor	Quiet rural nighttime	20 - 30
Indoor	Lowest threshold of human hearing	0
Outdoor	Front rows of a rock concert	110
Outdoor	Food blender at 3 feet	80 - 90
Outdoor	Garbage disposal at 3 feet	80
Outdoor	Vacuum cleaner at 10 feet	70
Outdoor	Normal speech at 3 feet	60 - 70
Outdoor	Large business office	50 - 55
Outdoor	Dishwasher, next room	50
Outdoor	Theater, large conference room (background)	40
Outdoor	Library	30
Outdoor	Bedroom at night, concert hall (background)	20 - 25
Outdoor	Broadcast/recording studio	10 - 15
Outdoor	Lowest threshold of human hearing	0

Source: Caltrans 2013

16.2.1.3 Sound Propagation

As sound (noise) propagates from the source to the receptor, the attenuation—the manner of noise reduction relative to distance—depends on such factors as the inverse square law, surface characteristics, atmospheric conditions, and the presence of physical barriers. The inverse square law describes the attenuation attributable to the

pattern in which sound travels from the source to the receptor. Sound travels uniformly outward from a point source in a spherical pattern with an attenuation rate, generally, of 6 dBA per doubling of distance (dBA/DD). In other words, sound decreases by 6 dBA each time the distance between the noise source and the receptor is doubled.

However, from a line source (e.g., road), sound travels uniformly outward in a cylindrical pattern with an attenuation rate, generally, of 3 dBA/DD. The characteristics of the surface between the source and the receptor may further absorb and/or reflect sound, thus resulting in a different attenuation rate. Atmospheric conditions such as wind speed, temperature, and humidity may also affect noise levels. Furthermore, the presence of a barrier between the source and the receptor may attenuate noise levels. The actual amount of attenuation depends on the barrier size and the frequency of the noise. A noise barrier may be any natural or human-made feature, such as a hill, tree, building, wall, or berm (Caltrans 2013).

16.2.1.4 Human Response to Changes in Noise Levels

Under controlled conditions in a laboratory setting a human is able to discern 1 dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency range (1,000 Hz-8,000 Hz). In typical noisy environments, changes in noise level of 1–2 dB are generally not perceptible. However, people are able to begin to detect sound level changes of 3 dB in typical environments. A 5-dB change is readily noticeable, a 6-dB change is clearly noticeable, and a 10-dB change is generally perceived as a doubling or halving of loudness (Caltrans 2013).

16.2.1.5 Noise Descriptors

The proper descriptor for noise from a specific source depends on the spatial and temporal distribution, duration, and fluctuation of the noise. The following are the noise descriptors most often encountered when dealing with traffic, community, and environmental noise (Caltrans 2013):

- *L_{max} (maximum noise level):* The maximum instantaneous noise level during a specific period of time. The L_{max} may also be referred to as the "peak (noise) level."
- *L_{min} (minimum noise level):* The minimum instantaneous noise level during a specific period of time.
- *L_n (statistical descriptor):* The noise level exceeded "n" percent of a specific period of time.
- *L_{eq} (equivalent noise level):* The average noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, average energy value is calculated, which is then converted back to dBA to determine the L_{eq}.
- *L_{dn} (day-night noise level):* The 24-hour L_{eq} with a 10 dBA "penalty" for the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.
- *CNEL (community noise equivalent level):* The CNEL is similar to the L_{dn} described above, but with an additional 4.77 dBA "penalty" for the noise-sensitive hours between 7:00

p.m. and 10:00 p.m., which are typically reserved for relaxation, conversation, reading, and television. If using the same 24-hour noise data, the CNEL is typically about 0.5 dBA higher than the L_{dn}.

16.2.1.6 Negative Effects of Noise on Humans

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is attributable to sustained exposure to moderately high noise levels over a period of time, while traumatic hearing loss is attributable to sudden exposure to extremely high noise levels over a short period. However, both gradual and traumatic hearing loss may result in permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal may be considered dangerous. Noise may also contribute to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the noise frequency, bandwidth, level, and exposure time (Caltrans 2013).

16.2.1.7 Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides) and human activity (explosions; traffic; and operation of machinery, trains, or construction equipment). Vibration sources may be continuous (e.g., operating factory machinery) or transient (e.g., explosions).

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. RMS is a measurement of the effective energy content in a vibration signal, expressed mathematically as the average of the squared amplitude of the signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (Caltrans 2020). PPV and RMS vibration velocity are normally described in inches per second (in/sec).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response to vibration. The response of the human body to vibration relates well to average vibration amplitude. Therefore, vibration impacts on humans are evaluated in terms of RMS vibration velocity, and like airborne sound impacts on humans, vibration velocity can be expressed in decibel notation, as vibration decibels (VdB).[1] Table 16-2 summarizes the general human response to different levels of groundborne vibration.

[1] Vibration levels described in VdB are referenced to 1 microinch per second.

Table 16-2. Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum Vibration Level–Transient Sources	Maximum Vibration Level–Continuous/Frequent Intermittent Sources*		
Barely perceptible	0.04 PPV (in/sec)	80 VdB	0.01 PPV (in/sec)	68 VdB
Distinctly perceptible	0.25 PPV (in/sec)	96 VdB	0.04 PPV (in/sec)	80 VdB
Strongly perceptible	0.9 PPV (in/sec)	107 VdB	0.10 PPV (in/sec)	88 VdB
Severe	2.0 PPV (in/sec)	114 VdB	0.4 PPV (in/sec)	100 VdB

Note: PPV = peak particle velocity, VdB = velocity decibels referenced to 1 µinch/sec and based on the root mean square vibration velocity.
*Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans 2020

The effects of groundborne vibration include movement of building floors, rattling of windows, shaking of items that sit on shelves or hang on walls, and rumbling sounds. In extreme cases, vibration can damage buildings, although this is not a factor for most projects. Human annoyance from groundborne vibration often occurs when vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance can be well below the damage threshold for normal buildings. Table 16-3 shows the general thresholds for structural responses to vibration levels.

Table 16-3. Structural Responses to Vibration Levels

Structure and Condition	Peak Vibration Threshold–Transient Sources	Peak Vibration Threshold–Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12 (in/sec PPV)	0.08 (in/sec PPV)
Fragile buildings	0.2 (in/sec PPV)	0.1 (in/sec PPV)
Historic and some old buildings	0.5 (in/sec PPV)	0.25 (in/sec PPV)
Older residential structures	0.5 (in/sec PPV)	0.3 (in/sec PPV)
New residential structures	1.0 (in/sec PPV)	0.5 (in/sec PPV)
Modern industrial/commercial buildings	2.0 (in/sec PPV)	0.5 (in/sec PPV)

Notes: in/sec = inches per second; PPV = peak particle velocity
Source: Caltrans 2020

16.2.2 Existing Noise Environment

The existing noise environment within the project area is primarily influenced by surface-transportation noise emanating from vehicular traffic on Highway 1 and other local roads. Other noise sources include off-highway vehicles (OHVs), airports, railroads, and industrial facilities. Amtrack trains run along the railway to the east of Highway 1. Existing commercial uses also contribute to the noise environment at existing adjacent

residential uses due to loading dock activities, parking lot vehicle movements, and people walking and talking. Intermittent noise from outdoor activities at the surrounding residences and campgrounds (e.g., people talking, operation of landscaping equipment, car doors slamming, and dogs barking), also influences the existing noise environment. Activities at the beach and natural sources such as ocean waves, wildlife such as birds, and wind also contribute to the noise environment in the area. Railroad-related noise to the east of the project site can be substantial (greater than 100 dBA when trains blow their horns). The airport and the Phillips 66 Refinery also contribute to the existing noise environment.

16.2.2.1 Sensitive Noise Receptor Locations

Noise-sensitive land uses generally consist of those uses where noise exposure would result in adverse effects on uses for which quiet is an essential element of their intended purpose. Sensitive receptors are individuals or groups of individuals who would be potentially affected by increases in noise levels (both ambient and short-duration noise). Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise. Other examples of noise-sensitive land use include nursing homes, schools, hospitals, libraries, childcare facilities, and places of worship. For the purposes of this EIR, sensitive receptors are considered to be public park areas and residences in the vicinity of proposed project sites.

16.2.2.2 Existing Ambient Noise Levels

An ambient noise survey was conducted in the vicinity of the project site from November 11 through November 12, 2020. The purpose of the survey was to establish existing noise conditions. Ambient noise measurements were conducted near existing noise-sensitive uses at various locations in the vicinity of the project sites. The results of the noise survey are shown in Table 16-4. Exhibit 16-1 shows the locations of the ambient noise measurement sites. Three long-term (24-hour) measurements were conducted on and off the project site. Long-term measurement sites LT-01, LT-02, and LT-03, measured ambient noise levels of 53 dBA L_{dn} to 58 dBA L_{dn}. Six short-term measurements of ambient noise levels were conducted during daytime hours. As shown in Table 16-4, measured ambient noise levels at the noise-sensitive land uses closest to the project sites range from 45 to 61 dBA L_{eq}.

16.2.2.3 Oceano Dunes SVRA and Pismo State Beach

The noise setting of Oceano Dunes State Vehicular Recreation Area (SVRA) and Pismo State Beach is characterized by the persistent, natural sounds of waves, wildlife (e.g., bird calls), and wind passing over dunes and vegetation, and the intermittent, punctuated by recreational activities, including beach camping activities and vehicle recreation (both street-legal and OHV). In addition, the OHMVR Division uses vehicles, equipment, and machines to maintain and administer these parks. This includes equipment use related to existing dust control activities in Oceano Dunes SVRA and Pismo State Beach, such as the installation and maintenance of wind fencing and street sweeping (Oceano Dunes SVRA Dust Control DEIR, 2016).

When winds are high (approximately 10 miles per hour or higher), which is not uncommon in the project area, the sound of sand moving along the dune surface and wind rushing past the ear can drown out noise sources that are not in the immediate vicinity of the receiver, but can also reflect sound waves upward and cause them to travel farther than under low-wind conditions (Oceano Dunes SRVA Dust Control DEIR, 2016).

Table 16-4. Summary of Ambient Noise Level Survey Results in the Vicinity of the Project Site

Site	Location	Date	Time	Duration	Measured Sound Level, dB Daytime (7 a.m.–7 p.m.)
LT-01	By Fin's Bar & Grill @ West Grand Avenue Entrance	11-11/12-2020	10:00	24 Hour	55 L_{eq}, 89 L_{max}, 51 L_{50}, 49 L_{90}, 58 L_{dn}
LT-02	Oceano Campground by Lagoon Trail	11-11/12-2020	11:00	24 Hour	49 L_{eq}, 83 L_{max}, 45 L_{50}, 43 L_{90}, 53 L_{dn}
LT-03	By 2359 Willow Road, Arroyo Grande, CA 93420	11-11/12-2020	13:00	24 Hour	50 L_{eq}, 85 L_{max}, 47 L_{50}, 43 L_{90}, 54 L_{dn}
ST-01	3098 Oso Flaco Lake Road, Arroyo Grande, CA 93420	11-11-2020	11:35	30 mins	45 L_{eq}, 67 L_{max}
ST-02	By Pier Avenue Entrance by Beach Front Vacation Houses	11-11-2020	13:05	30 mins	61 L_{eq}, 80 L_{max}
ST-03	Pismo State Beach Houses by 1001 Cabrillo Hwy, Oceano, CA 93445	11-11-2020	13:53	30 mins	55 L_{eq}, 70 L_{max}
ST-04	By Pismo State Beach Boardwalk Project Site	11-11-2020	14:53	30 mins	57 L_{eq}, 61 L_{max}
ST-05	Monarch Butterfly Grove, 400 S Dolliver St, Pismo Beach, CA 93449	11-11-2020	15:42	30 mins	56 L_{eq}, 67 L_{max}
ST-06	North Beach Campground by 165 S Dolliver Street, Pismo Beach, CA 93449	11-11-2020	16:20	30 mins	51 L_{eq}, 59 L_{max}

Notes: dB = decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous period of time); L_{max} = maximum instantaneous sound level; ST = short-term measurement
Noise-level measurements were completed using a Larson Davis Laboratories (LDL) Model 831 and 820 precision integrating sound-level meters. The meter was calibrated before the measurements using an LDL Model CAL200 acoustical calibrator. The meter was programmed to recorded A-weighted sound levels using a "slow" response. The equipment used complies with all pertinent requirements of the American National Standards Institute for Class 1 sound-level meters (ANSI S1.4).
Source: Data compiled by AECOM in 2020

Noise from vehicle recreation is highest in Oceano Dunes SVRA, where the OHV activity is permitted. In general, vehicle noise levels are highest on busy weekends (especially holiday weekends) and lowest on weekdays, although individual OHVs can generate noise levels in the range of 80 – 90 dBA in the immediate vicinity of the vehicle and 70 – 80 dBA approximately 50 – 100 feet away from the vehicle. Noise generated from the beach and open riding and camping area does not substantially influence the noise environment outside of the Park due to the presence of intervening topography, vegetation, and the fact that recreational activities within the park are relatively dispersed; however, the OHMVR Division has received complaints from residents on the Nipomo Mesa that OHV noise can be heard at private residential locations. Certain meteorological conditions, such as fog and low-level clouds can reduce the attenuation of sound in the atmosphere (Oceano Dunes SRVA Dust Control DEIR, 2016).

16.2.2.4 Existing Traffic Noise

Table 16-5 shows existing traffic noise levels along Highway 1, the dominant traffic noise source, in the project area. Traffic noise modeling was conducted using the Federal Highway Administration's (FHWA 1978) traffic noise prediction model (FHWA-RD-77-108) and was used to predict traffic noise levels under existing conditions. Traffic data from Caltrans traffic counts were used to model existing traffic noise levels. Detailed noise analytical information is provided in Appendix C, Supporting Noise Information. As shown Table 16-5, the existing traffic noise levels in the project area range from 65 dBA to 68 dBA L_{dn} along Highway 1.

Table 16-5. Existing Traffic Noise in the Project Area

Roadway	Segment	Existing No Project Condition–Distance	Existing No Project Condition–Noise Level	Existing No Project Condition–Contour Distances
Highway 1	From Oso Flaco Underpass to North of Oso Flaco Underpass	50 ft	66 L_{dn}, dBA	70 dB–18 ft 65 dB–56 ft 60 dB–177 ft
Highway 1	From Entrance, Union Oil Coking Plant to North of Entrance, Union Oil Coking Plant	50 ft	66 L_{dn}, dBA	70 dB–19 ft 65 dB–59 ft 60 dB–187 ft
Highway 1	From Arroyo Grande Road to North of Arroyo Grande Road	50 ft	65 L_{dn}, dBA	70 dB–18 ft 65 dB–55 ft 60 dB–175 ft
Highway 1	From Halcyon Road to North of Halcyon Road	50 ft	67 L_{dn}, dBA	70 dB–24 ft 65 dB–76 ft 60 dB–241 ft
Highway 1	From Entrance, Pismo Beach State Park to North of Entrance, Pismo Beach State Park	50 ft	67 L_{dn}, dBA	70 dB–28 ft 65 dB–88 ft 60 dB–277 ft
Highway 1	From Grand Avenue to North of Grand Avenue	50 ft	68 L_{dn}, dBA	70 dB–32 ft 65 dB–100 ft 60 dB–316 ft
Highway 1	From Pismo Beach, Villa Creek to North of Pismo Beach, Villa Creek	50 ft	67 L_{dn}, dBA	70 dB–25 ft 65 dB–80 ft 60 dB–253 ft

Ldn = day-night sound level
dBA = A-weighted decibel
Source: Caltrans 2018. AECOM 2020.

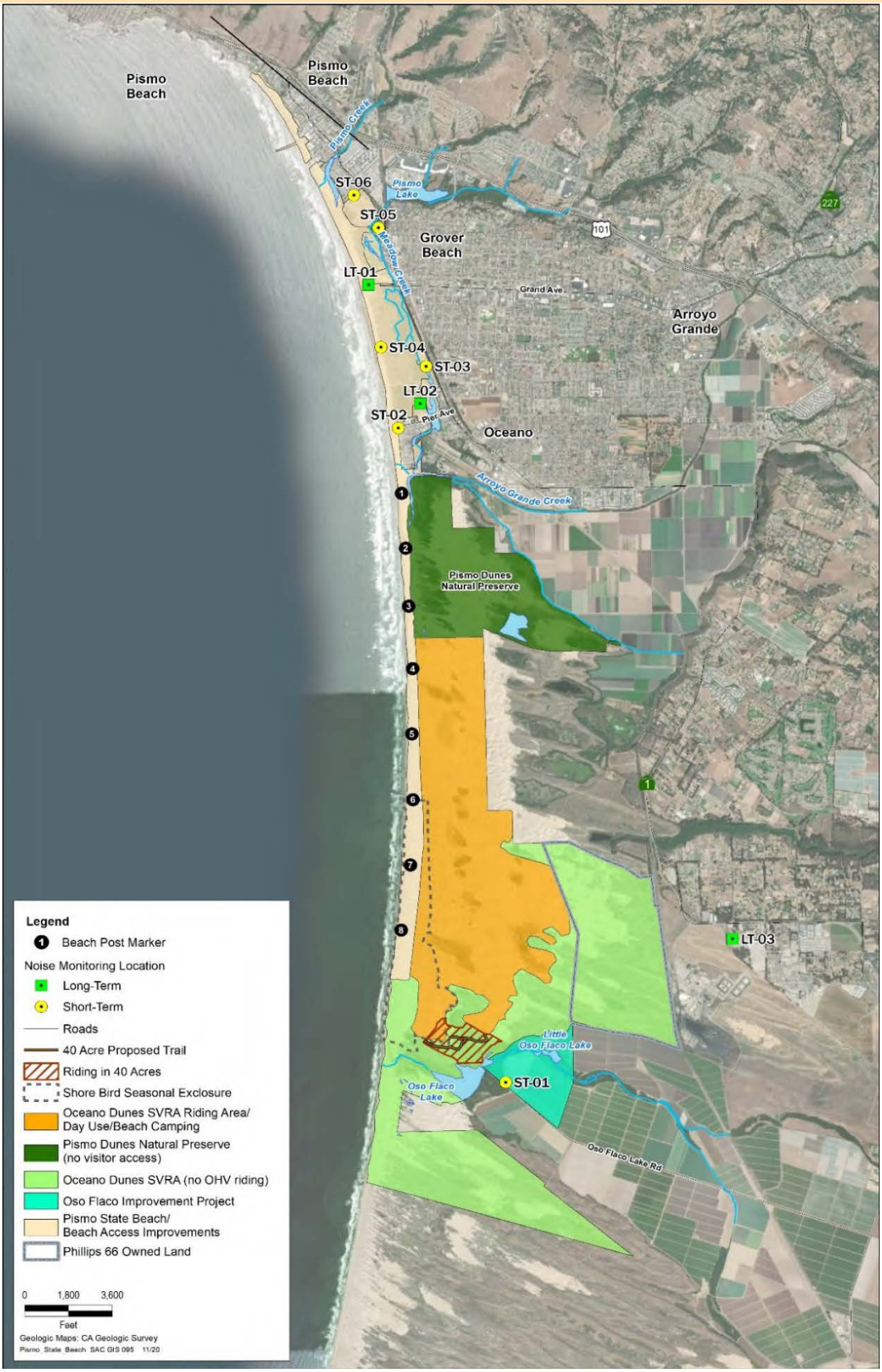

Figure 16-1. Ambient Noise Survey Locations

16.3 Project Impacts

16.3.1 Noise Characteristics of the Project

The proposed project activities (construction of the Development Projects) include site preparation (e.g., excavation, and construction); material transport; construction of the new facilities, and related-support structures; and other miscellaneous activities (e.g., paving). To assess potential short-term, temporary (i.e., construction-related) noise impacts, sensitive receptors, and their relative exposure were identified for each of the Development Projects. Noise levels of specific construction equipment were determined and resultant noise levels at those receptors (at given distances from the source) were calculated. Table 16-6 lists the noise levels generated by typical construction equipment at a distance of approximately 50 feet from the source. Based upon the equipment noise levels, usage factors, and a typical noise-attenuation rate of 6 dB (hard surface) and 7.5 dB (soft ground) for every doubling of distance, exterior noise levels at noise-sensitive receptors located within 50 feet of the project site could be as high as 90 dB L_{max} and 83 dB L_{eq}.

Table 16-6. Typical Construction Equipment Noise Levels

Equipment	Noise Level @ 50 Feet from Source, dBA
Air Compressor	80 L_{max} 76 L_{eq}
Backhoe	80 L_{max} 76 L_{eq}
Bulldozer	85 L_{max} 81 L_{eq}
Concrete Saw	90 L_{max} 83 L_{eq}
Crane	85 L_{max} 77 L_{eq}
Excavator	85 L_{max} 81 L_{eq}
Generator	82 L_{max} 79 L_{eq}
Paver	85 L_{max} 82 L_{eq}
Roller	85 L_{max} 78 L_{eq}
Truck (supplies delivery)	84 L_{max} 80 L_{eq}

Source: FHWA 2006.

Park operation under the PWP would be the same as or very similar to existing conditions and would not increase the noise level in the project area above the existing noise environment. Therefore, PWP operations will not be further discussed, and the analysis in this section focuses on construction noise only.

16.3.2 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, general standards for community ambient noise degradation, and the local standards identified above, the project would have a significant noise impact if it would 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?

As stated above under the discussion of "Human Response to Changes in Noise Levels", a significant noise impact would occur if project-related noise levels would result in a noticeable increase of 5 dBA or greater at noise-sensitive land uses. As stated above, A 5-dB change is readily noticeable (Caltrans 2013).

16.3.3 Impacts from PWP Development Projects and Small Development Projects and Mitigation

Impact 16-1. Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of Development Project in Excess of Applicable Standards.

This PWP includes a series of proposed Development Projects, a series of proposed Small Development Projects, and other implementation activities. Each of the Development Projects is described in Chapter 3, "The Plan," at the level of detail currently known. The locations of all Development Projects and Small Development Projects are shown in Figure 3-1, Proposed Specific and Small Development Projects in Chapter 3.

The Phillips 66/ Southern Entrance Project would involve additional construction. Construction at this site would be temporary and is anticipated to occur several years into the future, not likely concurrently with other site-specific projects shown above. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis.

An average of approximately 30 construction workers would be employed at the project site during peak construction activities. Trucking for delivery and disposal of materials would occur throughout the construction period and would average one to two truck trips per day. Project-related construction traffic would result in a noise level of 54 dB L_{eq} at 50 feet from the roadway centerlines.

Table 16-7 summarizes modeled construction noise levels compared to existing noise levels measured during the ambient noise survey at the nearest noise-sensitive locations to each proposed Development Project site. Please refer to Appendix C for modeling input parameters and output results.

As shown in Table 16-7, simultaneous operation of the on-site construction equipment could generate combined intermittent noise levels of approximately 87 dBA L_{eq} at 50 feet from the project construction activities. The nearest noise-sensitive uses from the construction sites for the proposed project activities are approximately as close as 50 feet from the construction activities. As a result, exterior noise levels at the nearest sensitive receptors would be up to 87 dBA L_{eq}. Also, as shown in Table 16-7, the proposed project is causing an increase in noise due to construction in all project areas, which is an increase of 12 to 42 dB above existing ambient noise conditions. Therefore, this impact would be significant.

Mitigation Measure 16-1: Implement Noise Control Measures

State Parks and the general construction contractor shall implement the following measures to reduce construction-generated noise:

- Project construction activities shall be limited to 8 a.m. to 5 p.m. Monday through Friday.
- Construction staging areas within the Development Projects shall be located as far from noise-sensitive uses as feasible.
- Construction equipment and vehicles shall be fitted with efficient, well-maintained mufflers that reduce equipment noise emission levels at the project site. Internal combustion-powered equipment shall be equipped with properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacturers' specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise.
- Portable and stationary site support equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from nearby noise-sensitive receptors.
- Impact tools shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. This may necessitate the use of temporary or portable, application-specific noise shields or barriers.
- Construction equipment shall not be idled for extended periods (e.g., 15 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors.
- A disturbance coordinator shall be designated by the general contractor, which will post contact information in a conspicuous location near the entrance of the subject construction sites so that it is visible to nearby receivers most likely to be disturbed. The coordinator shall manage complaints resulting from the construction noise. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project proponent to ensure compliance with applicable standards.

Table 16-7. Ambient and Project Construction Noise Levels at Closest Sensitive Receptors

Proposed Development Project	City/County	Noise Receptors Represented by	Exterior Noise Level, Ambient Noise	Exterior Noise Level, Project Noise	Exterior Noise Level, Increase vs. Ambient	Interior Noise Level with Project, Doors/ Windows Open (EPA)	Interior Noise Level with Project, Doors/ Windows Closed (EPA)
Oso Flaco Improvement Project	SLO County	ST-01	45 dBA L_{eq}	87 dBA L_{eq}	42 dBA L_{eq}	NA	NA
Park Corporation Yard Improvement Project	SLO County\Oceano	ST-03	55 dBA L_{eq}	87 dBA L_{eq}	31 dBA L_{eq}	72 dBA L_{eq}	62 dBA L_{eq}
Oceano Campground Infrastructure Improvement Project	SLO County\Oceano	LT-02	53 dBA L_{eq}	87 dBA L_{eq}	33 dBA L_{eq}	72 dBA L_{eq}	62 dBA L_{eq}
Pier Avenue Entrances & Lifeguard Towers Project	SLO County\Oceano	ST-02	61 dBA L_{eq}	87 dBA L_{eq}	25 dBA L_{eq}	72 dBA L_{eq}	62 dBA L_{eq}
Grand Avenue Entrances & Lifeguard Towers Project	City of Grover Beach	LT-01	58 dBA L_{eq}	87 dBA L_{eq}	29 dBA L_{eq}	NA	NA
North Beach Campground Facility Improvements Project	City of Pismo Beach	ST-06	51 dBA L_{eq}	87 dBA L_{eq}	36 dBA L_{eq}	72 dBA L_{eq}	62 dBA L_{eq}
Butterfly Grove Public Access Project	City of Grover Beach	ST-05	56 dBA L_{eq}	87 dBA L_{eq}	31 dBA L_{eq}	72 dBA L_{eq}	62 dBA L_{eq}
Pismo State Beach Boardwalk Project	SLO County\Oceano	ST-04	57 dBA L_{eq}	86 dBA L_{eq}	29 dBA L_{eq}	NA	NA
40 Acre	SLO County\Oceano	SVRA	70 dBA L_{eq}	86 dBA L_{eq}	16 dBA L_{eq}	NA	NA
Floating Bridge Installation	SLO County\Oceano	SVRA	70 dBA L_{eq}	84 dBA L_{eq}	14 dBA L_{eq}	NA	NA
Trash Enclosure	SLO County\Oceano	SVRA	70 dBA L_{eq}	86 dBA L_{eq}	16 dBA L_{eq}	NA	NA
Safety and Education Center Replacement	SLO County\Oceano	SVRA	70 dBA L_{eq}	82 dBA L_{eq}	12 dBA L_{eq}	NA	NA
Oceano Campfire Center	SLO County\Oceano	LT-02	53 dBA L_{eq}	86 dBA L_{eq}	33 dBA L_{eq}	71 dBA L_{eq}	61 dBA L_{eq}

Refer to Appendix C for modeling input parameters and output results.
dBA = A-weighted decibels
EPA = U.S. Environmental Protection Agency, minus 15 dB for doors/windows open, minus 25 dB for doors/windows closed.
L_{eq} = Equivalent Noise Level.
NA = Not Applicable, no interior use.
SVRA = State Vehicular Recreation Area (Oceano Dunes SRVA Dust Control DEIR, 2016).
Sources: Modeled by AECOM 2020

With implementation of Mitigation Measure 16-1, impacts from temporary, short-term exposure of sensitive receptors to increased equipment noise would be reduced by limiting construction to daytime hours, for which associated noise levels are considered exempt from the provisions of applicable standards; ensuring the associated equipment is properly maintained and operated only when necessary and within allowable hours; and by maximizing the distance between construction staging areas and nearby uses. The proposed project is causing increased noise due to construction in all project areas, which is an increase of 12 to 42 dB above existing ambient noise conditions, as shown in Table 16-7. However, it is not possible to demonstrate that implementing Mitigation Measure 16-1 would avoid significant construction noise impacts in every case. There is no additional feasible mitigation. Therefore, the impact is considered **significant and unavoidable.**

Mitigation Measure: Implement Mitigation Measure 16-1.

Impact 16-2. Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

The movement and operation of construction equipment during construction of the Development Projects may generate temporary ground-borne vibration. The California Department of Transportation (Caltrans) has developed criteria for avoiding human annoyance and for potential structural damage to adjacent buildings. These Caltrans standards are commonly applied as an industry standard to determine the impacts of project vibration relative to human annoyance and structural damage. Caltrans determines that the vibration level of 80 VdB (0.04 inches per second (in/sec) peak particle velocity (PPV)) would be distinctly perceptible. Therefore, remaining less than 80 vibration decibels (VdB) at residential uses would avoid human annoyance. Also, Caltrans recommends staying below 0.5 inches per second (in/sec) peak particle velocity (PPV) at older residential structures to avoid structural damage to newer buildings (Caltrans 2020).

The vibration level associated with the use of a large bulldozer is 0.089 in/sec PPV (87 VdB) at 25 feet (FTA 2018). The nearest vibration-sensitive uses (buildings) to any of the Development Project construction sites are approximately 50 feet. At these distances, the most substantial vibration generated by project construction equipment would attenuate to less than 78 VdB and 0.031 in/sec PPV, less than the criteria of 80 VdB and 0.5 in/sec PPV recommended by Caltrans. The vibration generated by equipment is not anticipated to be excessive or significant. Therefore, short-term construction of the Development Projects would not expose persons to or generate excessive ground-borne noise or vibration. For these reasons, this impact would be ***less than significant***.

Mitigation Measures: No mitigation is required.

Impact 16-3. 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 proposed project activities would be located within the airport land use plan area for Oceano County Airport, but would not increase or otherwise affect the number of people exposed to noise from the project. The proposed project does not have the potential to expose people residing or working at the proposed project sites to excessive, airstrips-

related noise levels because there are no private airstrips within two miles of the project sites. This impact would be ***less than significant***.

Mitigation Measures: No mitigation is required.

16.4 Cumulative Effects

Noise is a localized occurrence and attenuates rapidly with distance. Therefore, only cumulative development projects in the direct vicinity of the project site could add to anticipated project-generated stationary-source noise, thus resulting in cumulative noise impacts. Implementation of the PWP Development Projects would not occur all at the same time and would be spread out over years. Construction noise is temporary, with no associated long-term operations to add to the permanent noise environment as a cumulative impact. Therefore, this impact is **cumulatively less than significant**.

17.0 POPULATION AND HOUSING

17.1 Regulatory Setting

No federal, State or local regulations related to population and housing are applicable to the PWP planning area.

17.2 Environmental Setting

Currently, State Parks employs 50 permanent staff and approximately 60 seasonal staff at Pismo State Beach and the Oceano Dunes SVRA.

Two residences and two mobile home pads that house State Parks permanent staff are present within the Park Corporation Yard. No seasonal on-site housing for temporary employees is available during the busy season. Seasonal employees typically commute from the surrounding communities.

17.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to population and housing if it would:

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?

17.3.1 Impacts and Mitigation

17.3.1.1 Impacts from PWP Implementation

Ongoing park management programs and plans, including operations and maintenance activities, cultural and natural resource management programs, and visitor service programs, associated with PWP implementation would not induce substantial unplanned population growth in an area, either directly by proposing new homes and businesses or indirectly through extension of roads or other infrastructure, or result in the displacement of existing people or housing.

State Parks currently employs 50 permanent employees and approximately 60 seasonal employees. About 30 permanent staff positions are currently open, are actively being recruited for and are projected to be hired in the near term to meet existing and future demands for operations and maintenance. Although the source of new employees is unknown, it would be expected that some of the new employees could be drawn from the existing local workforce, others would transfer in from other state parks and some may be new to both the area and State Parks. In addition, if some nonlocal staff were employed, the relatively small number of new employees would not be expected to cause substantial increase in population growth or a substantial increase in housing demand. Only a limited number of State Park employees in the District receive State Park housing – there are currently two permanent residences and two mobile homes in the Corporation Yard. PWP implementation

would not change the regional population and related housing demand. Therefore, PWP implementation would have **no impact** on population and housing.

17.3.1.2 Impacts from PWP Development Projects

Impact 17-1 Induce Substantial Unplanned Population Growth by Providing New Housing

The following PWP Development Projects would not directly induce substantial unplanned population growth by developing additional housing or business and no impact would occur:

- Park Corporation Yard Improvement Project;
- Oceano Campground Infrastructure Improvement Project;
- Pier and Grand Avenue Entrances and Pier Avenue Lifeguard Tower Project;
- North Beach Campground Facility Improvement Project;
- Butterfly Grove Public Access Project;
- Pismo State Beach Boardwalk Project.

In addition, improved, relocated, and/or new infrastructure (i.e., roadways and water, wastewater, electrical, and telecommunications infrastructure) for all PWP Development Projects listed above would be those necessary to serve visitors to Pismo State Beach and the Oceano Dunes SVRA and staff working and living at the Park. All of the infrastructure facilities would be built only to the necessary capacity to serve intended uses internal to Pismo State Beach and the Oceano Dunes SVRA and would not serve the general vicinity, which therefore would not lead to changes in location population and associated housing need. Therefore, **no impact** would occur.

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

New housing is only proposed as part of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project. Two to six new residences would be constructed on the Oso Flaco Improvement Project site and an additional two to six residences could be constructed in the Philips 66/Southern Entrance Project site. These residences would be occupied by State Parks staff and not available to residents from the surrounding communities.

The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project improvements are intended to accommodate demands for recreational opportunities and would facilitate an increased level of accessibility to the park. These improvement projects would provide day use activities and overnight camping and not result in an increase in the population residing in the surrounding area.

In addition, improved, relocated, and/or new infrastructure (i.e., roadways and water, wastewater, electrical, and telecommunications infrastructure) would be those necessary to serve visitors and State Parks employees working and living at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project sites. All of the infrastructure facilities to support these two Development Projects would be built only to the necessary capacity to serve the intended uses and would not serve the general vicinity, which therefore

would not lead to related changes in location of population and associated housing need.

Therefore, implementation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project improvements would not directly or indirectly induce substantial unplanned population growth. **No impact** would occur.

See Chapter 25, "Other CEQA Considerations," for further discussion of growth-inducing impacts.

Proposed Small Development Projects

None of the Small Development Projects would induce substantial unplanned population growth by proposing new homes and businesses or indirectly through extension of public roads or other infrastructure. Therefore, the small development projects would have **no impact** on unplanned population growth.

Impact 17-2 Displace Existing People or Housing

The following PWP Development Projects would not displace existing people or housing and **no impact** would occur:

- Oso Flaco Improvement Project;
- Philips 66/Southern Entrance Project;
- Oceano Campground Infrastructure Improvement Project;
- Pier and Grand Avenue Entrances and Pier Avenue Lifeguard Tower Project;
- North Beach Campground Facility Improvement Project;
- Butterfly Grove Public Access Project;
- Pismo State Beach Boardwalk Project.

Park Corporation Yard Project

As stated above, two residences and two mobile home pads that house State Park's staff are present within the Park Corporation Yard of the Oceano Dunes SVRA. The Corporation Yard Improvement Project would relocate the two mobile home pads onsite to accommodate new buildings. Two to six new residences would be constructed on the Oso Flaco Improvement Project site and an additional two to six residences could be constructed in the Philips 66/Southern Entrance Project site. Displaced staff would be relocated to staff housing provided at these sites. Therefore, the Project Corporation Yard Improvement Project would not displace a substantial number of existing residences or people to necessitate construction of replacement housing elsewhere. **No impact** would occur.

Proposed Small Development Projects

None of the small development projects would displace existing people or housing and **no impact** would occur.

17.4 Cumulative Effects

PWP implementation and site-specific improvement projects would have no project-level impact on population and housing. Therefore, **no cumulative effects** would occur.

18.0 PUBLIC SERVICES

18.1 Regulatory Setting

PWP Volume 1 Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act" includes a discussion of federal, state, and regional and local plans, policies, regulations, and laws, along with PWP consistency, related to coastal plans and the Coastal Act that are applicable to public services.

Additional regulations related to fire suppression and safety are provided below and in Chapter 23, "Wildfire."

18.1.1 California Occupational Safety and Health Administration

In accordance with California Code of Regulations Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials; fire hose sizing requirements; restrictions on the use of compressed air; access roads; and the testing, maintenance, and use of all firefighting equipment.

18.1.2 California Fire Code

The California Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises. The California Fire Code contains specialized technical regulations related to fire and life safety.

18.2 Environmental Setting

San Luis Obispo County Fire Department Mesa Station 22, located at 2391 Willow Road in Arroyo Grande, provides first response for emergencies at the Oceano Dunes SVRA.[1] Staffing at Mesa Station 22 includes one fire captain and one fire apparatus engineer. One, or both firefighters assigned to Medic Engine 22 is a licensed paramedic. Medic Engine 22 is supplemented by a 25-member paid call firefighter company (San Luis Obispo County Fire Department 2020a). Station 22 has a four-wheel-drive vehicle that can handle the sand and hills of the dunes (San Luis Obispo County 2020). Station 22 responded to 1,216 calls for service in 2019, of which 260 calls were to the Oceano Dunes SVRA (San Luis Obispo County Fire Department 2020b). The average response time for all calls in 2019 was 13.2 minutes (San Luis Obispo County 2020).

San Luis Ambulance provides contracted ambulance service for San Luis Obispo County. San Luis Ambulance maintains two four-wheel-drive ambulances capable of handling the sandy terrain common to the dunes (San Luis Obispo County 2020). Response times for ambulance service in

[1] The San Luis Obispo County Fire Department is staffed by the California Department of Forestry and Fire Protection through a contract with San Luis Obispo County.

2019 to the SVRA were 22.5 minutes on average (San Luis Obispo County 2020). In 2019, San Luis Ambulance responded to 26,164 calls, with 17,529 calls resulting in patient transport to local hospitals (San Luis Obispo County 2020). Of those calls, 265 were to the Park and 147 of those calls required patient transport (San Luis Obispo County 2020).

Public safety in the PWP planning area is provided by State Park rangers. Rangers patrol the PWP planning area, issuing citations, writing reports, making physical arrests, conducting investigations, taking command in emergencies, performing search and rescue activities, and providing emergency medical aid. Patrols are conducted mainly via vehicles, such as pick-up trucks, all-terrain vehicles, and recreational off-road vehicles. Past emergencies have included water rescues, boat stranding, and public safety issues such as OHV accidents, trespassing in sensitive areas, and requests for assistance from adjacent property owners or managers.

The San Luis Obispo Sheriff's Office assist Park rangers with felony investigations or emergencies that require outside attention. The South County Patrol Division covers an area of approximately 850 square miles that stretches from Pismo Beach to the Santa Barbara County line (San Luis Obispo Sheriff 2020). The South County Patrol Division responded to more than 23,000 calls for service in 2019. The majority of these calls were for non-violent crimes, such as property theft (San Luis Obispo Sheriff 2020). In 2019, there were 14 calls requiring San Luis Obispo Sheriff's Office assistance at the Park (San Luis Obispo County 2020).

18.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to public services if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

18.3.1 Issues Not Discussed Further in This EIR

Increased Demand for Schools, Parks, or Other Public Facilities —New residential units proposed as part of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would be occupied by existing State Parks staff. Therefore, PWP implementation would not result in new housing that generates an increase in population or increases the demand for school services, parks, and other public facilities. No impact related to schools, parks, or

other public facilities would occur, and this issue is not discussed further in this draft environmental impact report.

18.3.2 Impacts and Mitigation

18.3.2.1 Impacts from PWP Implementation

There are no new operations or maintenance activities associated with PWP implementation that could result in new housing that would increase the local population, necessitating the construction or expansion of existing public service facilities, including fire and police protection facilities, schools, or parks. Therefore, PWP implementation would have **no impact** on public services. Impacts from PWP Proposed Development Projects and Small Development Projects

Impact 18-1 Increased Demand for Fire Protection Services

The following site-specific improvement projects would not include any new structures that increase the demand for fire protection services, and **no impact** would occur:

- Oceano Campground Infrastructure Improvement Project
- Pismo State Beach Boardwalk Project

New structures constructed as part of the following site-specific improvement projects would be required to incorporate California Fire Code requirements and OSHA fire suppression standards to reduce the risk of fires. Therefore, implementation of the following site-specific improvement projects would not substantially increase the demand for fire protection services, and **no impact** would occur:

- Park Corporation Yard Improvement Project (new visitor services center, storage sheds, and one-story resource office)
- Pier and Grand Avenue Entrances and Pier Avenue Lifeguard Tower Project (new entrance stations)
- North Beach Campground Facility Improvement Project (new kiosk)
- Butterfly Grove Public Access Project (new restroom and kiosk)

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Improvement Project provide new recreational opportunities in currently inaccessible areas of the Oceano Dunes SVRA. With construction of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, a larger area would be available in which visitors could recreate, thereby increasing the potential for accidental fires and the need for fire suppression. Both projects propose RV, tent, and cabin camping and the Phillips 66/Southern Entrance Project proposes a multi-use event space and multiple OHV trails.State Parks would design the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project interior circulation networks according to local and State standards to provide for emergency access and all new facilities would be accessible using standard fire equipment. Any new structures constructed as part of these site-specific improvement projects (e.g., residences, office space, kiosks, ranger stations, and concession buildings) would be required to incorporate California Fire Code requirements, as summarized in Section 18.1, “Regulatory Setting.” As discussed

in Chapter 23, "Wildfire," State Parks would comply with California Public Resources Code fire safety regulations and park visitors would be subject to regulations for lighting, building, and use of campfires. Incorporation of California Fire Code requirements, OSHA fire suppression and emergency medical services standards, and compliance with California Public Resources Code fire safety regulations would reduce the dependence on San Luis Obispo County Fire Department equipment and personnel by reducing fire hazards. Therefore, the demand for fire protection would not substantially increase and implementation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not require the construction of new or expansion of existing fire service facilities. This impact would be **less than significant**.

Mitigation Measures: No mitigation is required.

Small Development Projects

The following small development projects do not include development of new facilities that could increase the demand for fire protection services, and **no impact** would occur:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation
- 40 Acre Riding Trail Installation
- Oso Flaco Boardwalk Replacement
- Safety and Education Center Replacement

Impact 18-2 Increased Demand for Law Enforcement and Emergency Services

The following site-specific improvement projects would not increase visitation or include development of new facilities that could increase the demand for law enforcement and emergency medical services, and **no impact** would occur:

- Park Corporation Yard Improvement Project
- Oceano Campground Infrastructure Improvement Project
- Pier and Grand Avenue Entrances and Pier Avenue Lifeguard Tower Project
- North Beach Campground Facility Improvement Project
- Butterfly Grove Public Access Project
- Pismo State Beach Boardwalk Project

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Improvement Project provides new recreational opportunities in currently inaccessible areas of the Oceano Dunes SVRA. With construction of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, a larger area would be available in which visitors could recreate. Both projects propose RV, tent, and cabin camping and the Phillips 66/Southern Entrance Project proposes a multi-use event space and multiple OHV trails. With increased use of previously inaccessible areas of the Oceano Dunes SRVA, there could be an increased need for ranger and park aide patrols and emergency services.

Proposed PWP programs include enhancing enforcement, enhancing staff and volunteer patrol programs, and installing additional signage to assist with management of vehicular use and restrictions. Rangers and park aide patrols would continue to patrol the Oceano Dunes SVRA and would continue to be supported by the San Luis Obispo County Sheriff's Department South County Patrol Division and San Luis Ambulance should an emergency require outside attention. As stated above, the South County Patrol Division responded to more than 23,000 calls for service in 2019 with 14 of those calls for services requiring response at the Park. San Luis Ambulance maintains two four-wheel-drive ambulances capable of handling the sandy terrain common to the dunes, and in 2019, San Luis Ambulance responded to 265 calls to the Park and 147 of those calls required patient transport to local hospitals. Therefore, implementation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not result in the construction of new or expansion of existing law enforcement facilities. This impact would be **less than significant**.

Mitigation Measures: No mitigation is required.

Small Development Projects

The following small development projects do not include development of new facilities that could increase the demand for law enforcement and emergency medical services, and **no impact** would occur:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation
- Replace of the Safety and Education Center
- Oso Flaco Boardwalk Replacement

The 40 Acre Riding Trail Installation would provide more recreational opportunities for beginner to intermediate OHV riders. The 40 Acres site is currently closed to motorized recreation. These new trails would increase the area where visitors could recreate in Oceano Dunes SVRA, potentially resulting in an increased demand for security and emergency response. However, future development of riding trails is anticipated to be focused on community- and family-oriented OHV uses. The family-focused atmosphere and focus on novice and intermediate riding conditions at the SVRA would help to minimize the risk of potential emergency and security situations (e.g., high-risk challenges or high-speed collisions). Therefore, implementation of the 40 Acre Riding Trail Installation would not result in the construction of new or expansion of existing law enforcement facilities. This impact would be **less than significant**.

Mitigation Measures: No mitigation is required.

18.4 Cumulative Effects

Public service providers are responsible for ensuring adequate provision of public services within their service boundaries. Future development within each service providers boundaries would be required to assess impacts related to public services during the environmental review process to ensure that there are sufficient facilities and equipment to meet demand.

San Luis Obispo County Fire Department Mesa Station 22, located at 2391 Willow Road in Arroyo Grande, provides first response for emergencies for the communities of Arroyo Grande and the southern area of the Five Cities as well as the Oceano

Dunes SVRA (San Luis Obispo County Fire Department 2020a). Station 22 has seen an increase in calls for service, particularly since development of the Nipomo Mesa Woodlands Development (San Luis Obispo County Fire Department 2020a). Currently, the San Luis Obispo County Fire Department has sufficient facilities and equipment to meet demand for existing and future development. Station 22 responded to 1,216 calls for service in 2019, of which 260 calls were to the Oceano Dunes SVRA.

As discussed in Impact 18-1, incorporation of California Fire Code requirements, OSHA fire suppression and emergency medical services standards, and compliance with California Public Resources Code fire safety regulations would reduce the dependence on San Luis Obispo County Fire Department equipment and personnel by reducing fire hazards. The demand for fire protection would not substantially increase and the PWP would not require the construction of new or expansion of existing fire service facilities. Therefore, impacts related to increased demand for fire protection services from implementation of the PWP and the other projects considered in this cumulative analysis would be cumulatively **less than significant**.

As discussed in Impact 18-2, law enforcement and emergency services are provided by State Parks Rangers with occasional support from San Luis Obispo Sheriff's Office. State Parks Rangers would continue to provide law enforcement and emergency services to meet any additional demands from the PWP. Proposed PWP programs include enhancing enforcement, enhancing staff and volunteer patrol programs, and installing additional signage to assist with management of vehicular use and restrictions. Therefore, impacts related to increased demand for law enforcement and emergency services from implementation of the PWP and the other projects considered in this cumulative analysis would be cumulatively **less than significant**.

19.0 RECREATION AND PUBLIC ACCESS

19.1 Regulatory Setting

See Volume 1, Section 1.5 "California State Parks Management and Authority," for a full description of Public Resource Codes (PRC) referenced in this section.

19.1.1 California's Recreation Policy

The California State Legislature delegated responsibility for preparing the state's Recreation Policy to the State Park and Recreation Commission in the belief that all Californians should be provided with an array of opportunities allowing them to pursue their recreational interests. PRC section 540 directs the Commission to formulate, in cooperation with other state agencies, interested organizations, and citizens, and recommend to the Director of California State Parks for adoption, a comprehensive recreational policy for the State of California. The 2005 California Recreation Policy is intended to be broad in scope and considers the full range of recreation activities—active, passive, indoors, and out-of-doors (California State Parks, 2005). It is a comprehensive policy directed at recreation providers at all levels: federal, state, and local agencies and private and nonprofit suppliers. The policy mandates opportunities and access to recreation activities for all activities and populations while preserving natural and cultural resources.

19.1.2 Off-Highway Motor Vehicle Recreation (OHMVR) Division and the OHV ACT

The OHMVR Division of California State Parks promotes managed, environmentally responsible, and sustainable OHV use. OHMVR Division programs are carried out with the advisory oversight of the OHMVR Commission. The programs are funded directly by the recreation community through gasoline taxes, green and red sticker fees, and entrance fees at SVRAs like Oceano Dunes SVRA. This is in clear contrast with the rest of California State Parks, which are funded from the State's General Fund and are not required to specifically address legislative standards. This funding, along with very specific goals for soil erosion, water quality and the like, has enabled the Division to provide for the conservation of endangered species consistently and for continually cleaning up years of ill-used lands. Prior to the Division taking on management of these lands there were no standards and the OHV parks were for most part privately owned. Consistent with its mission statement, the OHMVR Division provides education, training, and information to promote safe and environmentally responsible OHV recreation. Marketing and outreach conducted by the OHMVR Division promotes widespread understanding of environmental protection and safe and appropriate OHV recreation.

PRC section 5090.02 sets forth the state Legislature's declaration that effectively managed areas and adequate facilities for the use of OHVs and conservation, and enforcement are essential for ecologically balanced recreation. Accordingly, with the passage of the OHMVR Act of 2003, the state legislature intended, in part, that: 1) Existing OHV recreational areas, facilities, and opportunities are expanded and managed to sustain long-term use (PRC § 5090.02(c)(1)); 2) New OHV recreational areas, facilities, and opportunities be provided and managed in a manner that sustains long-term use (PRC § 5090.02(c)(2)); 3) The OHMVR Division supports both motorized recreation and motorized OHV access to non-motorized recreation (PRC § 5090.02(c)(3)); and 4) When areas cannot be maintained to appropriate standards for sustained long-term use, they should be repaired to prevent accelerated erosion or closed and restored.

Also, PRC section 5090.35(a) provides that protection of public safety, the appropriate utilization of lands, and the conservation of natural and cultural resources are of the highest priority in the management of SVRAs. The OHMVR Division shall promptly repair and continuously maintain areas and trails and anticipate and prevent accelerated and unnatural erosion and other OHV impacts to the extent possible. The OHMVR Division shall also take steps necessary to avoid damage to significant natural and cultural resources within SVRAs.

SVRAs consist of areas selected, developed, and operated to provide OHV recreation opportunities. California State Parks must develop, manage, and operate SVRAs to give the fullest appropriate public use of the vehicular recreational opportunities present per the OHMVR Act while providing the conservation of cultural resources and the conservation and improvement of natural resources values over time (PRC § 5090.43 (a)). To protect natural and cultural resource values, California State Parks may establish sensitive areas within SVRAs. If OHV use results in damage to any natural or cultural resources or damage within sensitive areas, appropriate measures must be taken to protect these lands from further damage. These measures may include erecting physical barriers, restoring natural resources, and repairing cultural resources damage (PRC § 5090.43).

19.1.2.1 Senate Bill 249

On October 3, 2017, the Legislature amended OHV Act of 2003 to expand the duties of the OHMVR Division. The bill removed the sunset date and permanently authorized it as a State Parks program. It also added several resource management measures to:

- prepare and implement management and wildlife habitat protection plans for lands in, or proposed to be included in state vehicular recreation areas, as specified;
- post on the Department's Internet Web site all plans, reports, and studies related to off-highway vehicle recreation developed by the division;
- in consultation with specified bodies and departments, review, and if deemed necessary, update the 2008 Soil Conservation Standard and Guidelines to establish a generic and measurable soil conservation standard by December 31, 2020, and subsequently review and update that standard when deemed necessary by the department;
- monitor annually in each state vehicular recreation area to determine whether soil conservation standards are being met and the objectives of wildlife habitat protection plans are being met; and,
- protect natural, cultural, and archaeological resources within state vehicular recreation areas. The bill would require the division to take other specified measures to protect natural and Conserve and improve wildlife habitats for each SVRA and close the noncompliant portion temporarily until the wildlife habitat protection plan is met (California Legislative Information, 2017)

19.1.3 State Beaches and Seashores

PRC Section 5001.6 sets forth that state park system units may be located within, and be a part of, a state seashore.

Section 5001.6(b)(7) of the PRC establishes the San Luis Obispo State Seashore, which comprises lands extending from Cayucos to Lion's Head, including Cayucos State Beach, Morro Strand State Beach, Atascadero State Beach, Morro Bay State Park, Montana de Oro State Park, Avila State Beach, Pismo State Beach, [Oceano] Dunes SVRA, and Point Sal State Beach.

The PRC defines state seashores as areas that "consist of relatively spacious coastline areas with frontage on the ocean, or on bays open to the ocean, including water areas landward of the mean high tide line and seasonally connected to the ocean, possessing outstanding scenic or natural character and significant recreational, historical, archaeological, or geological values" (PRC § 5019.62). The purpose of state seashores is to preserve the outstanding values of the California coastline and to make possible the enjoyment of coastline and related recreational activities (PRC § 5019.62).

The PRC defines state beaches to consist of areas "with frontage on the ocean, or bays designed to provide swimming, boating, fishing, and other beach-oriented recreational activities" (PRC § 5019.56(c)).

19.1.4 California Coastal Act

As described in greater detail in Volume 1, Section 1, the California Coastal Act (PRC § 30000 et seq.) governs development within the Coastal Zone. One of the legislative findings and goals of the Coastal Act is to "maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners" (PRC § 30001.5). Chapter 2, Section 30116 of the Coastal Act, defines "sensitive coastal resource areas" to mean those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity, including "areas possessing significant recreational value."

Chapter 3 of the Coastal Act, Coastal Resources Planning and Management Policies, sets forth the policies that constitute the standards for the adequacy of local coastal Programs and development subject to the Coastal Act (PRC § 30200 et seq.).

19.2 Environmental Setting

Please refer to Section 2.11, "Recreation," in Chapter 2, "Park History and Existing Conditions" of Volume 2, "Existing Conditions," for a detailed description of existing recreation facilities and ongoing recreation activities in the Park.

19.3 Project Impacts

Threshold of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP could have an impact related to recreation and public access if it would result in:

a) An increase in 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; or

b) Include recreational facilities or require the construction or expansion of recreational facilities, which might adversely affect the environment.

19.3.1 Issues Not Discussed Further in This EIR

Implementation of the PWP including the continuation of management programs and maintenance activities, and implementation of the PWP Development Projects, Small Development Projects and Special Projects would not directly or indirectly increase the local population by providing housing or otherwise contribute to population growth in the area by providing a significant amount of new jobs. Therefore, implementation of the PWP would not create an indirect demand for recreation at local parks or other local recreation facilities. Implementation of the PWP would also not increase recreation users in the area compared to baseline conditions, because the PWP includes reduced numbers for camping and day use limits, as discussed in Volume 1, Chapter 3, Section 3.6 of the PWP. Because all PWP projects, except for the Phillips 66/Southern Entrance Project, are contained within State Park property, implementation of the PWP would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of any facility would occur or be accelerated. If the Philipps 66/Southern Entrance Project were to move forward, it would provide additional and enhanced recreation facilities in the area and a beneficial impact on recreation facilities could occur. There is no adverse impact on local Parks and recreation facilities and this issue is not discussed further in this DEIR.

19.3.2 Impacts and Mitigation

19.3.2.1 Impacts from PWP Implementation

Operations and maintenance activities from PWP implementation would not involve substantial changes to recreation facilities. Minor building alterations or landscape changes could occur, as necessary, but these minor changes are necessary for the upkeep of facilities and landscaping and would not change the recreation opportunities provided by the sites. Therefore, PWP implementation would have **no impact** related to adverse effects on recreation resources.

19.3.2.2 Impacts from PWP Development Projects

Impact 19-1 Construction or expansion of Recreational Facilities which might adversely affect the physical environment.

Oso Flaco Initial and Future Improvement Project

The Oso Flaco (Initial) and (Future) Improvement Project would support increased recreational activities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the 1975 Pismo State Beach and Oceano Dunes SVRA General Plan (General Plan). With regards to recreation, these projects would improve public access, provide enhanced recreation opportunities, and provide new low cost overnight accommodations on the coast. Both Project phases would expand non-motorized recreation access to the Oso Flaco Day Use Area through additional trail and camping opportunities, expand recreational activities to include primitive camping (in the initial project) and a developed campground (in the future project), and include new visitor services amenities such as an improved entrance, parking, restrooms, group gathering area, a concession area, park support facilities, educational facilities, and pedestrian and bike trails. The projects also provide pedestrian trails and educational opportunities in restored coastal habitat. By providing new primitive and developed campsites, the project would offset some reduction of campsites on the beach implemented as part of the PWP's interim reduced numbers. However the new campsites would not provide opportunities for beach camping, a recreational activities unique to Oceano Dunes SVRA. The project would also pursue OHV access from the campground inland to the north

into the SVRA back dunes riding area, providing additional access for OHV where none currently exists.

Because the project would provide a series of new recreation opportunities, facilities and access, it would have a **significant beneficial impact** on recreation.

19.3.2.3 Park Corporation Yard Improvement Project

The Park Corporation Yard Improvement Project would improve park operations and visitor services functions for the Oceano Dunes District. It does not include recreational facilities or require the construction or expansion of recreational facilities, which might adversely affect the environment. It would benefit recreation users by re-routing park operations traffic to avoid the North Beach Campground and therefore would have a **beneficial impact** on recreation.

19.3.2.4 Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances & Lifeguard Towers Project, and North Beach Campground Facility Improvements Project

These projects make improvements to existing recreational facilities by improving public access through: improving existing low cost accommodations in the campgrounds; replacing non-compliant ADA accessible amenities; and providing new accessible amenities and visitor services. Therefore, these projects would have **significant beneficial impacts** on recreation.

19.3.2.5 Butterfly Grove Public Access and Pismo State Beach Boardwalk Project

These projects make improvements to existing recreational facilities and also include the expansion of some recreational facilities. Specifically, these projects would improve public access through: creating new pedestrian and equestrian recreation opportunities in coastal areas that were previously closed to the public; improving visitor parking and safe access to the Butterfly Grove; and, improving existing and creating new environmental education programs and opportunities in both project areas. These projects would have a **significant beneficial impact** on recreation.

19.3.2.6 Phillips 66/Southern Entrance Project

This project is in the conceptual planning phase. If the project were to be implemented, it would construct new recreational facilities. Impacts of the project cannot be analyzed at the project level at this time, as no onsite surveys have been conducted and any design/siting of facilities is preliminary. Implementation of the project would require future environmental review pursuant to CEQA.

If the project were to move forward, it would support increased recreational activities in the southern portion of Oceano Dunes SVRA as envisioned and envisioned in the 1975 General Plan. If the property becomes available for acquisition, the PWP proposes new facilities be constructed there for District operations including camping, educational programs, OHV safety training, concessions, special events, visitor engagement, and additional OHV and non-motorized recreation. Benefits of project include offsetting the reduction of beach campsites lost through the PWP's interim use limits; providing a dedicated OHV access and staging area into the SVRA; redirecting OHV traffic crossing away from Arroyo Grande Creek; creating new OHV recreation opportunities; improving park operations facilities; creating new

pedestrian and equestrian trails; enhancing habitat and resource protection; and, developing new science and cultural education opportunities.

If constructed, the project would have a **significant beneficial impact** on recreation by improving public access and providing new low cost overnight accommodations on the coast.

19.3.2.7 Small Development Projects and Maintenance

The following proposed small development projects would provide a **significant beneficial impact** to recreation by creating new or enhanced coastal access and recreation opportunities (motorized and non-motorized): Pismo Creek Estuary Seasonal (Floating) Bridge Installation, 40 Acre Riding Trail Installation, and the Oso Flaco Boardwalk Replacement. Where applicable, these projects make improvements to accessibility and replace aging infrastructure.

The Safety Education Center and Oceano Campground Campfire Center Replacement Project replace existing aging facilities and improve accessibility features. These projects provide a **significant beneficial impact** to recreation through enhanced educational facilities for recreation safety classes, science education, and space for groups and school programs.

The Trash Exclosure at Post 2/Beach Trash Management would improve public access to waste disposal while on the beach, thus improving public health while recreating. This would be a **beneficial impact** to recreation.

19.3.2.8 Proposed Changes to Existing Visitor Use Limits

Oceano Dunes SVRA operates under daily vehicle limits established by CDP 4-82-300-A5, which was approved in 2001. The permit establishes the following daily limits on vehicles within Oceano Dunes SVRA: up to 2,580 street-legal vehicles, 1,000 street-legal vehicles for camping, and 1,720 OHVs). The PWP proposes interim use limits until another carrying capacity study is conducted. Until a new study is completed, the following use capacity limits will be implemented: 500 street-legal vehicles for camping, 1000 street-legal vehicles for day use, and 1,000 OHVs for day use.

The interim use limit would pose a **significant and unavoidable impact** to motorized public recreation and coastal access to Pismo State Beach and Oceano Dunes SVRA because it would severely reduce the number of visitors that can recreation in the Park at any time when compared to current conditions.

While the Oso Flaco (Initial and Future) Improvement Project and the Phillips 66/Southern Entrance Project include of the establishment of additional campsites that would offset some of the campsites lost through implementation of the interim use limits, these campsites are not on the beach. Beach camping is a unique use at the Oceano Dunes SVRA and is not available at other locations. Therefore, no mitigation options for the loss of beach camping exists, and the impact remains significant and unavoidable.

19.4 Cumulative Effects

The proposed PWP would not adversely impact recreation facilities, coastal recreation opportunity, or public access to recreation. As such, these activities would not contribute to impacts from other foreseeable projects listed in EIR Chapter 3 to incrementally increase recreational impacts.

In addition, the PWP does not have the potential for significant adverse effects due to new or expanded recreational facilities, nor does the PWP have the potential to restrict coastal public access or coastal recreation. The PWP and proposed development projects have the potential to increase recreational opportunities by providing additional facilities and recreation areas. Therefore, the PWP would have no contribution to a cumulative adverse effect on coastal recreational opportunity or public access. The PWP would have **no cumulative effect** on coastal recreational opportunity and public access.

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20.0 TRANSPORTATION AND TRAFFIC

20.1 Regulatory Setting

20.1.1 Federal Plans, Policies, Regulations, and Laws

No federal plans, policies, regulations, or laws related to transportation apply to the proposed project.

20.1.2 State Plans, Policies, Regulations, and Laws

Specific construction routes for Development Projects associated with the PWP have not been identified at this time although it is generally assumed that U.S. Highway 101 (US 101) and State Route 1 (SR 1) would be used by project-related construction traffic. Caltrans manages the operation of State Highways, including SR 1, and U.S. 101, which pass through the project area. According to Caltrans' Guide for the Preparation of Traffic Impact Studies, Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D (Caltrans 2002).

20.1.2.1 Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, AB 32, and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for urban infill projects and eliminating the measurement of automobile delay, including LOS, as a metric that can be used for measuring traffic impacts in transit priority areas.

Pursuant to SB 743, the Office of Planning Research (OPR) released a Draft of Updates to the CEQA Guidelines in August 2014. OPR's Draft of Updates proposes vehicle miles traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the Draft of Updates suggest criteria that indicate when a project may have a significant or less than significant transportation impact on the environment. For instance, a project that results in VMTs greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 miles of an existing major transit stop or results in a net decrease in VMTs compared to existing conditions.

The revised CEQA Guidelines that implement this legislation became effective on December 28, 2018, and state that vehicle LOS and similar measures related to delay shall not be used as the sole basis for determining the significance of transportation impacts for land use projects, and that as of July 1, 2020, this requirement shall apply statewide, but that until that date, lead agencies may elect to rely on VMT rather than LOS to analyze transportation impacts.

20.1.3 Local Plans, Policies, Regulations, and Ordinances

20.1.3.1 The San Luis Obispo Council of Governments (SLOCOG) Regional Transportation Plan (RTP):

The following regional transportation goals, policy objectives, and action strategies are from the SLOCOG 2019 RTP:

Goal 1. Preserve the transportation system

Policy 1.1 Maintain and maximize efficiency of existing transportation system and operations.

Policy 1.2 Employ low-cost solutions whenever possible, including transportation demand management principles.

Policy 1.3 Preserve the region's transportation system to a state of good repair.

Goal 4. Improve public safety and security

Policy 4.1 Reduce fatalities, serious injuries, and collisions for motorized and non-motorized users.

Policy 4.2 Reduce congestion and increase safety by improving operations.

Policy 4.3 Enhance public safety and security in all modes of transportation.

City of Pismo Beach

The City's Circulation Plan (City of Pismo Beach, 2018) was developed through transportation analysis and public input to guide future circulation planning and improvements to the Pismo Beach circulation system. The Circulation Plan includes the following four goals:

Goal 1: Provide a circulation system that supports safe and efficient travel for all modes of transportation.

Goal 2: Plan and provide pedestrian and bicycle facilities to encourage and meet the walking and bicycling needs of the City.

Goal 3: Promote the use of public transit and seasonal shuttle services.

Goal 4: Provide connectivity and guidance for safe rail and truck movement of people and goods.

City of Grover Beach

The City's Circulation Element (City of Grover Beach, 2005) goals will provide the overall direction the City desires in planning and implementing the expansion of its circulation system to meet the changing travel demands of their community. The circulation policies will establish the link between the adopted goals and the implementing programs, and guide how the programs will be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need.

GOALS

1. Provide Safe and Efficient Vehicular Movement.
2. Coordinate Policies for Land Development and Circulation.
3. Promote Alternative Travel Modes, Including Transit, Pedestrian, Bicycle, and Rail Systems.
4. Coordinate Local Transportation Planning and Administration with the Activities of Other Government Agencies and Concerns of Local Citizens and Businesses.

20.2 Environmental Setting

This PWP includes a series of proposed Development Projects, a series of proposed Small Development Projects, and future special projects. Each of these projects is described in Chapter 3, " The Plan," of Volume 1 (PWP) at the level of detail currently known. The locations of all proposed Development Projects and proposed Small Development Projects are shown in Figure 3-1, Proposed Specific and Small Development Projects in Chapter 3 of Volume 1. During the planning process, the planning team met with representatives from Caltrans several times, and additional meetings were held with County planners. Caltrans also commented on the PWP scoping process (see Scoping Report in Appendix A of this EIR).

The Phillips 66/Southern Entrance Project is currently being explored at the concept level and could occur at a future time. If the project were to move forward at a future time, it would involve additional construction. Construction would be temporary, and would be anticipated to occur several years into the future, not likely concurrently with other Development Projects included in this PWP. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis. Additional environmental analysis for the Phillips 66/Southern Entrance Project would be conducted at a future time.

Roadways

The roads and other transportation facilities within the project area operate at relatively good service levels, except for congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the Park. The Development Project sites are served by a network of highways, arterial, and collector streets. The Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site and Park Corporation Yard Improvement Project are accessed directly from SR 1. Grand Avenue would be the access road for the Grand Avenue Entrance & Lifeguard Towers Project site. The Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Of the Small Development Projects, the 40 Acre site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. The Floating Bridge Installation site would be accessed through Addie Street in Pismo Beach. The following text provides a brief discussion of the existing street network.

U.S 101, located east of the project sites, is a freeway that serves as the major north-south link through the County of San Luis Obispo and is the principal inter-city route along the Pacific Coast. U.S. 101 is a 4-lane freeway within the Oceano and Pismo Beach area. Access roads to the project sites from U.S. 101 include Grand Avenue, 4th Street, and Pier Avenue.

SR 1 (Highway 1), also known as Cabrillo Highway, is located east of the project sites and serves as a major north-south link along the California coast. SR 1 is a 2-lane highway within the Oceano and Pismo Beach area.

Addie Street in Pismo Beach, located just north of Pismo River, is a 2-lane collector that runs from Cypress Street to the Addie Street Surfer Parking Lot by the beach.

4th Street, located east of the project sites, is a 2-lane collector street that runs approximately 2.5 miles north from SR 1 to James Way.

Pier Avenue, located east of the project sites, is a 2-lane collector road that runs approximately 0.5 mile west of SR 1 to its terminus at the Park entrance kiosk.

Grand Avenue, located east of the project sites, is a primary and 4-lane arterial in the study area that extends west from US 101 to its terminus at the Oceano Dunes SVRA kiosk.

Oso Flaco Lake Road, located east of the project site, is a 2-lane collector road that runs approximately 5.5 west from SR 1 to the parking area at Oso Flaco Lake.

Associated Transportation Engineers prepared the existing traffic condition report for the Oceano Dunes State Vehicular Recreation Area (SVRA) and Pismo Beach Public Works Plan (PWP). Existing average Daily Traffic (ADT) volumes for the average weekday/weekend period were collected at the two main kiosk entrances to the Oceano Dunes SVRA, located on Grand Avenue and Pier Avenue. Table 20-1a and Table 20-1b presents the ADT volumes for the average weekday/weekend period and for the peak summer weekday/weekend period. As shown, the ADT volumes entering and exiting the two Oceano Dunes SVRA Kiosks ranged from 3,534 to 5,663 during the average operation weekday/weekend and 4,312 to 9,567 vehicles per day during the peak summer period.

Table 20-1a. Existing Oceano Dunes SVRA Kiosk ADT – Average Weekday/Weekend

Day	Grand Avenue	Pier Avenue	Total
Friday (9/21)	2,010	1,524	3,534
Saturday (9/22)	2,633	3,030	5,663
Sunday (9/23)	1,943	2,494	4,437

Source: Associated Transportation Engineers 2018.

Table 20-1b. Existing Oceano Dunes SVRA Kiosk ADT – Peak Summer Weekday/Weekend

Day	Grand Avenue	Pier Avenue	Total
Friday (9/21)	1,968	2,344	4,312
Saturday (9/22)	3,964	4,991	8,955
Sunday (9/23)	3,885	5,682	9,567

Source: Associated Transportation Engineers 2018.

Transit, Bicycle, and Pedestrian

Pismo Beach

Pedestrian and Bicycle Circulation

The climate and topography of Pismo Beach provide an attractive environment for bicycling, walking, and recreational trail use. The primarily level terrain in the downtown area, extending along the Pacific Ocean, combined with its abundant sunshine, low levels of precipitation, and increasingly compact development pattern, help make

bicycling and walking viable transportation and recreational options year-round. The City's Bicycle and Pedestrian Master Plan is intended to serve as the bicycle, pedestrian, and trails component of the General Plan. According to the California Streets and Highways Code, Sections 891.2 and 891.4, local agencies must complete a Bicycle Transportation Plan to qualify for Bicycle Transportation Account (BTA) grant funds issued by the California Department of Transportation (Caltrans) Division of Local Assistance. Conforming plans must contain required Bicycle Transportation Plan elements and be no more than 5 years old. The City developed the Bicycle and Pedestrian Master Plan in 2010 (City of Pismo Beach, 2010). This plan establishes goals, policies, implementation actions, and priorities for the development of bicycling and walking facilities in Pismo Beach, as envisioned by the General Plan. Key elements of the plan include maps of existing and proposed bicycle facilities and their proximity to major activity centers. The implementation plan identifies project priorities, locations, improvement descriptions, facility types, and cost estimates. The plan guides development of the proposed improvements.

Bicycle facilities

Bicycle facilities can be classified into two types: 1) bikeways or facilities provided for bicycle travel; and 2) support facilities for use by bicyclists while travelling or once they have reached their destination. The City's General Plan encourages the use of walking and bicycling, and recognizes the following functional classifications of bicycle facilities:

- Class I – Multi-Use/Bike Path: Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class I bikeways must be compliant with provisions of the ADA. These bikeways are intended to provide superior safety, connectivity, and recreational opportunities as compared to facilities that share rights-of-way with motor vehicles.

- Class II – Bike Lane: Class II facilities provide a striped and signed lane for one-way bicycle travel on either side of a street or highway within the paved area of a roadway that shares the roadway with motor vehicles. The minimum width for bike lanes ranges between 4 and 6 feet, depending on the edge of roadway conditions (curbs). Bike lanes are demarcated by a 6-inch white stripe, signage, and pavement legends.

- Class III – Bike Route: Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation from motor vehicles, they have an important function in providing continuity to the bikeway network. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists. However, Class III bikeways serve to identify roads that are more suitable for bicycles.

- Class IV – Cycle Tracks or Separated Bikeways: Class IV Bikeways provide a separate travel way that is designated exclusively for bicycle travel adjacent to the roadway and are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

Bicycle Boulevard: Bicycle Boulevards are streets where the following conditions are created in order to enhance bicycle safety and optimize travel for bicycles rather than automobiles:

- Reduced traffic speed and volume;
- Use of diverters and roundabouts to discourage through and non-local motor vehicle traffic;
- Improved travel for bikes by assigning the right-of-way priority to the bicycle boulevard at intersections with other roads wherever possible;
- Traffic controls that help bicycles cross major arterial roads; and
- Signage and street design that encourages use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs allow cyclists to continue to the next block but discourage through traffic by motor vehicles. Typically, these modifications will also calm traffic and improve pedestrian safety as well as encourage bicycling.

Roadways with bicycle lanes (Class II) in Pismo Beach include Dolliver Street (SR 1/Pacific Coast Highway) through downtown, Mattie Street, and James Way. A bicycle path (Class I) example includes the bike path over Pismo Creek adjacent to and immediately south of US 101 that connects Price Street and Five Cities Drive and extends along a portion of Mattie Road.

Pedestrian Facilities

Walkability is an important component of every community. Common pedestrian facilities include sidewalks, marked crosswalks, and curb ramps. There are several different types of crosswalk enhancements that aim to improve safety for pedestrians. Sidewalks typically are at least 4 feet wide in most non-commercial areas throughout the city.

Sidewalk standards are typically 9 to 10 feet wide in the downtown area and 6 feet wide in newer subdivisions. Streets in downtown Pismo Beach generally have sidewalks on both sides of the street, with the exception of parts of Park Avenue (east of Dolliver Street), Addie Street (west of Dolliver Street), and Cypress Street (north of Main Street). There are numerous streets within Pismo Beach where sidewalks are not provided or are intermittently available. These occur primarily in Shell Beach, Pismo Heights, along portions of Mattie Road, and within private mobile home parks, recreational parks, and gated communities. Curb ramps provide wheelchair and stroller access to sidewalks at corners of intersections. Truncated domes alert visually impaired pedestrians as they approach a street crossing. New standards for the construction of Americans with Disabilities Act (ADA)-compliant curb ramps have prompted recent renovation of several street corners by the City.

Crosswalks are defined as either “that portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections” or “any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings” (California Vehicle Code [CVC] Section 275). Therefore, legal unmarked crossings are those at intersections defined by the prolongation of sidewalk areas. Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of crosswalks: controlled and uncontrolled. Controlled crosswalks are located at intersections

with stop signs or traffic signals. At uncontrolled crosswalks, drivers are legally required to yield to pedestrians, but do not have to stop when a pedestrian is not present.

Train Service

A railroad track owned by Union Pacific Railroad extends through Pismo Beach by way of Price Canyon between the greater San Luis Obispo area and Grover Beach. The only roadway crossing of the railroad within Pismo Beach is a grade-separated crossing at US 101. The nearest crossing of the railroad in the vicinity of Pismo Beach is to the south at Grand Avenue in Grover Beach. This is an at-grade crossing near SR 1.

The nearest rail station is adjacent to the Grand Avenue crossing in Grover Beach and is commonly referred to as "The Train Station." It is serviced four times each day (two northbound and two southbound trains) by the Pacific Surfliner service operated by Amtrak on its route between San Luis Obispo and San Diego. The station is also served three times per day by buses connecting to other train stations along the Pacific Surfliner route and by twice daily, round-trip bus service to the Central Valley and Southern California.

San Luis Obispo County/Oceano Community

Bicycling

Bicycling is a popular form of recreation, exercise, shopping, and commuting. Bicycling can provide an alternative mode of transportation that is nonpolluting, efficient, inexpensive, and convenient for short trips and health promoting. Bicycle routes in the area are currently limited to Highway One. Programs are recommended to bring bikeways to the beach and through the community. Development of trails proposed in the County Trails Plan will also extend bicycle service throughout the community.

Transit

The South County Area Transit (SCAT) system is a fixed route bus system that serves Oceano in addition to Arroyo Grande, Grover Beach, and Pismo Beach. The system consists of four primary bus routes and two early morning trips that serve Arroyo Grande High School. Service is provided twice an hour Monday through Friday from 6 am to 8 pm. Transfers to Central Coast Area Transit (CCAT), the regional fixed route system, can be made at Ramona Park. Currently, Route 2 serves Oceano to Ramona Park. Future coordination with the public transit provider may result in the expansion of a fixed route system to serve Oceano.

"Runabout" is the regional dial-a-ride system and serves as the ADA-compliant service to all fixed routes in the County. It is the only dial-a-ride system in the County that provides inter-city service. The primary function of Runabout is to serve the elderly and/or disabled riders, although the general public may ride when space is available. Consistent with ADA requirements, the service hours are the same as the fixed route systems. Oceano wants to maintain affordable transit to other parts of the county, and improve service where possible.

20.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to traffic and Transportation if it would:

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

b) Would the project 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 proposed project would result in new vehicle trips associated with construction activities. The number of truck trips generated under the proposed project is expected to be up to 30 worker trips during the peak construction activities and one to two truck trips per day. These trip generation levels would not result in increased congestion on, or reduce the effectiveness of the local and regional transportation system used to access the proposed sites in the area. This analysis uses the screening criterion recommended by the Institute of Transportation Engineers (ITE 1988) for assessing the effects of construction projects that create temporary traffic increases. To account for the large percentage of heavy trucks associated with typical construction projects, the Institute of Transportation Engineers recommends a threshold level of 50 or more new peak-direction (one-way) trips during the peak hour.

With respect to the analysis of vehicle miles traveled (VMT) required under Section 15064.3(b) of the CEQA Guidelines, the proposed project would not result in any increase in operations compared to existing conditions and would not change vehicular travel demand during project operations. Similarly, the duration and intensity of construction activities have limited potential to generate substantial additional VMT. Therefore, the discussion provided below applies a qualitative approach to the analysis of potential VMT impacts.

20.3.1 Impacts and Mitigation

Impact 20-1. Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities.

The goals and policies proposed in the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach are intended to enhance circulation, improve safety, and reduce congestion. These goals and policies are intended to improve circulation infrastructure within the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach and to provide a circulation system that is consistent with the RTP; the land use elements of the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach General Plans, and the bicycle and pedestrian master plans of the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach. The project, while it would not increase vehicular travel demand, would include improvements to bicycle and pedestrian access, avoiding any conflict with local and regional land use and transportation plans.

All roadways in the immediate project vicinity have curbs, gutters, sidewalks, and on-street parking. The project does not conflict with any applicable circulation system plans and does not significantly add to demand on the circulation system or conflict with any congestion management programs or any other agency's plans for congestion management.

Also, the project would not change the current use of the site or result in an increase in vehicular traffic. Vehicular traffic accompanying the construction or operation of the Project would not result in a significant traffic impact.

Short-term construction activities will require the use of roadways in the area; however, this movement of equipment, materials, and construction workers would be short term. The project would result in a temporary increase in construction-related traffic during the project construction activities at the project sites. Total truck trips per day would average up to two round trips (four trips) during the peak construction activities. Applying a passenger-car equivalent value of 2.0, this number of truck trips would be equivalent to eight passenger-car trips per day. In addition to these trips, there would be an average of 30 construction workers traveling to the site during construction. In total, project construction activities may add as many as 38 trips per day to roadways in the project area throughout the 8-hour work window. During the peak hour, a maximum of five trips would be added to area roadways.

As shown in Table 20-1, the existing ADT volumes entering and exiting the two Oceano Dunes SVRA Kiosk ranged from 3,534 to 5,663 during the average operation weekday/weekend and 4,312 to 9,567 vehicles per day during the peak summer period. Considering the relatively low volume and existing roadway capacity, the 38 trips per day to roadways in the project area throughout the 8-hour work window would not cause any significant increase to the area roadways that would substantially affect their function. This is reflected in screening criteria used in an industry-standard publication produced by the Institute of Transportation Engineers (ITE), which identifies that projects that would not generate more than 50 new trips during the a.m. or p.m. peak hour would not cause a substantial increase in traffic relative to the existing traffic load and capacity of the street system (ITE 1988). Mitigation Measures 20-1 has been recommended to minimize construction-related traffic impacts. This impact would **be less than significant**. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**. No mitigation is required.

Mitigation Measure 20-1: Prepare and Implement a Traffic Control Plan.

Before construction begins, the State Parks and/or its construction contractor shall prepare and implement a traffic control plan to minimize construction-related traffic safety hazards on affected roadways and ensure adequate access for emergency responders. The lead agency and/or its contractor shall coordinate the development and implementation of this plan with agencies with jurisdiction over the affected routes (i.e., SLO County, City of Pismo Beach, and the City of Grover Beach), as appropriate. The traffic control plan shall, at a minimum:

- Discuss work hours and haul routes, delineate work areas, and identify traffic control methods and plans for flagging.
- Determine the need to require workers to park personal vehicles at an approved staging area and take only necessary project vehicles to the work sites.
- Develop and implement a process for communicating with affected residents and landowners about the project before the start of construction. The public notice shall include posting notices and appropriate signage regarding construction

activities. The written notification shall include the construction schedule, the exact location and duration of activities on each roadway (e.g., which roads/lanes and access points/driveways will be blocked on which days and for how long), and contact information for questions and complaints.

- Notify the public regarding alternative routes that may be available to avoid delays by use of electronic message signs if/when traffic is disrupted on Highway 1 and any other public roads providing the traveling public, on all modes, with current construction information and the availability of alternate travel routes

- Plan schedules to show hours of operation to minimize congestion during peak hours and special events. Ensure that appropriate warning signs are posted in advance of construction activities, alerting bicyclists and pedestrians to any closures of nonmotorized facilities.

- Notify administrators of police and fire stations, ambulance service providers, and recreational facility managers regarding the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable. Maintain access for emergency vehicles in and/or adjacent to roadways affected by construction activities at all times.

- Require the repair and restoration of affected roadway rights-of-way to their original condition after construction is completed.

Implementing Mitigation Measure 20-1 would reduce the potentially significant construction impact associated with traffic hazards to a **less-than-significant** level because the traffic control plan would require measures including requiring that contractor's work within the State's right of way is subject to general permit conditions of Caltrans' issued encroachment permit including implementing traffic controls, restricting work on holidays and weekends, and notifying the traffic management center daily; adequate off-street worker parking provided, planning scheduling to show hours of operation to minimize congestion during peak hours and special events, use of electronic message signs if/when traffic is disrupted on Highway 1 and any other public roads providing the traveling public, on all modes, with current construction information and the availability of alternate travel routes, and to provide construction staging areas to minimize storage of equipment and materials in the traffic lanes.to ensure acceptable traffic flow through and/or around the construction zone, minimize impacts on multimodal facilities by providing alternate routes for users of the facilities, and minimize traffic congestion.

Mitigation Measures: Implement Mitigation Measure 20-1.

Impact 20-2 Conflict or Inconsistency with CEQA Guidelines Section 15064.3(b).

The PWP could have a significant impact relative to Section 15064.3(b) of the CEQA Guidelines if the project would generate work vehicle miles traveled per employee at a level that would exceed 15 percent less than the existing average work vehicle miles traveled per employee for the area in which the project is located. However, as stated above, the proposed project operations and maintenance practices would not increase any activities compared to existing conditions, and no new employees would be required. Therefore, the additional vehicle miles traveled as a result of project implementation would not be

substantial. The relatively limited duration and intensity of construction activity, involving less than 100 truck trips per day, does not have the potential to result in a substantial VMT impact. Therefore, **no impact** would occur.

Mitigation Measures: No mitigation is required.

Impact 20-3 Substantial Increase in Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment).

The proposed Development Projects do not include any design features or introduce incompatible uses that would increase hazards on local roadways. The primary access to the project sites would be from SR 1 to public roads. Project construction vehicles and equipment would maneuver among the general-purpose vehicles on local roads, which could cause safety hazards. The presence of haul trucks and other on-road construction vehicles could increase hazard risks on existing roadways. The risk of traffic safety hazards could increase because of the potential for:

- conflicts where construction vehicles enter a public right-of-way from the project work site;
- conflicts where road width is narrowed or a roadway is closed during construction activities, which could cause delays for emergency vehicles passing through the project area; or
- increased truck traffic (and the trucks' slower speeds and wider turning radii) during construction.

The use of large trucks to transport equipment and materials to and from the worksite could also increase the rate of roadway wear. The degree to which this impact would occur would depend on the design (pavement type and thickness) and the existing condition of the roadway. Major arterials and collectors are designed to accommodate a mix of vehicle types, including heavy trucks. Potential impacts on those roads are expected to be negligible. Also, the trip generation levels under the proposed project would not result in increased congestion on, or reduce the effectiveness of the local and regional transportation system used to access the proposed sites in the area, as the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. Traffic would be controlled and coordinated with Caltrans, County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach. Traffic control would conform to the specifications of these jurisdictions. Signage will be posted that will warn users of the roadway to slow down, entrances and exits to project construction sites will be located in order to avoid conflicts, and speed limits will be reduced in order to avoid conflict areas, as necessary. Mitigation Measure 20-1 will be imposed to minimize construction-related traffic impacts. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**.

Mitigation Measures: Implement Mitigation Measure 20-1.

Impact 20-4 Inadequate Emergency Access as a Result of Project Construction Activities.

Construction activities for the Development Projects in the PWP could reduce emergency access to roadways in the project area. Slow-moving trucks entering and exiting the project sites along roadways in the vicinity of the project sites could delay

the movement of emergency vehicles. Emergency access along the surface streets would be maintained during construction, staging, and access activities. Construction staging will occur within construction areas and will not affect emergency access to any of the project sites.

The roads and other transportation facilities within the project area operate at acceptable service levels, except for the congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the State Beach. The project sites are served by a network of highways, arterial, and collector streets. Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The project is proposing to expand the Oso Flaco Lake Road as part of the project to accommodate increased traffic and to reduce impacts to farm activities. The improvement will facilitate continued use of the roadways and avoid conflicts related to movement of agricultural equipment, and in case of emergency needs. Similarly, the North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site, and Park Corporation Yard Improvement Project are accessed directly from Highway 1. There are multiple access points along Highway 1 and also sides of the highway (shoulders and driveways) can be used in case of emergency. Grand Avenue would be the access road for Grand Avenue Entrance & Lifeguard Towers Project site. Grand Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Pier Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Also, the 40 Acre site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. The Floating Bridge Installation site would be accessed through Addie Street in Pismo Beach.

Since the project would not result in changes in use, the project would not change traffic operations, increase congestion, or reduce the effectiveness of, the local and regional transportation system. During construction only, for the access points used to access the proposed sites, the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. Mitigation Measure 20-1 is imposed to help manage construction-related traffic. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**.

Mitigation Measures: Implement Mitigation Measure 20-1.

20.4 Cumulative Effects

The trip generation levels under the proposed project would not result in increased congestion on or reduce the effectiveness of, the local and regional transportation system used to access the proposed sites in the area as the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways.

Project construction vehicles and equipment would maneuver among the general-purpose vehicles on local roads, which could cause safety hazards. The presence of haul trucks and other on-road construction vehicles could create some temporary delays on area roadways or otherwise change the typical use of roadways during peak construction periods. The use of large trucks to transport equipment and materials to and from the

worksite could also affect roadway conditions on the access routes by increasing the rate of roadway wear. The degree to which this impact would occur would depend on the design (pavement type and thickness) and the existing condition of the roadway. However, the effect of this roadway wear is anticipated to be minor since major arterials and collectors are typically designed to accommodate a mix of vehicle types, including heavy trucks.

The roads and other transportation facilities within the project area operate at acceptable service levels, except for congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the State Beach. The project sites are served by a network of highways, arterial, and collector streets. Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The proposed project includes roadway improvements to Oso Flaco Lake Road that would have benefits for moving farm equipment and improvements that add bicycle lanes along Oso Flaco Lake Road. These improvements would have benefits. The City of Guadalupe is preparing a bike plan and it has the potential for bike lanes on this road. The project is proposing to expand the Oso Flaco Lake Road as part of the project to accommodate increased traffic and to reduce impacts to farm activities. The improvement will facilitate continued use of the roadways and avoid conflicts related to movement of agricultural equipment,

Similarly, the North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site, and Park Corporation Yard Improvement Project are accessed directly from Highway 1. There are multiple access points along Highway 1 and also sides of the highway (shoulders and driveways) can be used in case of emergency. Grand Avenue would be the access road for Grand Avenue Entrance & Lifeguard Towers Project site. Grand Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Pier Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Also, the 40 Acre site, Floating Bridge Installation site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. Philipps 66 is in conceptual level, not in design level at the moment. There could be future impacts related to Philipps 66 construction and operation and would be addressed during future design and permitting.

Impacts on those roads are expected to be negligible. However, if there is project construction occuring at the same time as construction activities of the cumulative projects in the area listed in Table 3-1, this could temporarily affect the use of area roadways. During construction, the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. While there could be some overlap in project constrution activities and other construction projects in the vicinity, the level of project construction traffic is **not cumulatively considerable** in relation to inadequate emergency access during temporary construction periods.

During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**. No mitigation is required.

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21.0 UTILITIES AND SERVICE SYSTEMS

21.1 Regulatory Setting

21.1.1 California Green Building Standards Code

The standards included in the 2019 California Green Building Standards Code (CALGreen Code) (Title 24, Part 11 of the California Code of Regulations) became effective on January 1, 2020. The CALGreen Code was developed to enhance the design and construction of buildings, and the use of sustainable construction practices, through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality (California Building Standards Commission 2019).

Chapters 4 and 5 of the 2019 CALGreen Code requires construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both. In addition, the 2019 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

Chapter 5 of the 2019 CALGreen Code defines standards for plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) and outdoor water use.

21.2 Environmental Setting

21.2.1 Water Supply

State Parks receives water from the City of Pismo for the North Beach Campground and Butterfly Grove,. The Oceano Community Services District services the Grand Avenue entrance area, Oceano Campground, and the Corporation Yard. Water is not available at Oceano Dunes SVRA, but a concessionaire provides potable water to campers on the beach as a service.

A new groundwater well would be required at both the Oso Flaco Improvement Project site and the Phillips 66/Southern Entrance Project site to supply potable water and non-potable irrigation water. The PWP planning area is located in an adjudicated portion of the Santa Maria Groundwater Basin, which is divided into three areas. The Oso Flaco Improvement Project is in the Santa Maria Valley Management Area (SMVMA), where the total amount of groundwater extracted in 2019 was 109,937 acre-feet per year (afy), of which 100,391 afy was for agricultural use and 9,546 afy was for urban use (DWR 2020).

The Phillips 66/Southern Entrance Project is in the Nipomo Mesa Management Area (NMMA), where the total amount of groundwater extracted in 2019 was 11,397 afy, of which 5,027 afy was for agricultural use and 6,370 afy was for urban/industrial use (NMMA Technical Group 2020). Groundwater extracted in the NMMA is provided to the Nipomo Community Services District; Golden State Water Company; Woodlands Specific Plan area; Phillips 66; and Blacklake, Cypress Ridge, and Monarch Dunes Golf Courses. Groundwater demands in the NMMA are estimated to increase as development continues to occur in the Nipomo Community Services District service area, Golden State Water Company service area, and the Woodlands Specific Plan area. Groundwater demands associated with Phillips 66

are estimated to remain the same as 2019 conditions based on continued Santa Maria Refinery operations (NMMA Technical Group 2020).

See Chapter 13, "Hydrology and Water Quality," for further discussion of groundwater supplies and demands within the SMVMA and NMMA.

21.2.2 Wastewater Treatment

Trunk sewer lines from various cities serve Pismo State Beach and deliver wastewater to the South San Luis Obispo Sanitary District's treatment plant. Flush restrooms are available at the two developed campgrounds, at the Grand Avenue and Pier Avenue entrances, at the Plaza Area near Finn's Restaurant, and the visitor center. South of Arroyo Grande Creek, chemical and vault toilets are available for Oceano Dunes SVRA beach camping and day-use recreation areas. Staff with a pumper-trailer service park facilities and waste is disposed of in sewer lines that lead to the South San Luis Obispo Sanitary District Treatment Plant. There are three vaulted toilets at the Oso Flaco Day Use Area.

The South San Luis Obispo County Sanitary District (SSLOCS District) Wastewater Treatment Plant (WWTP) serves the cities of Arroyo Grande and Grover Beach and the Oceano Community Services District. The SSLOCS District WWTP has a dry weather treatment design capacity of 5.0 million gallons per day (mgd) (monthly average flow) and a peak wet weather treatment capacity of 9.0 mgd (SSLOCS District 2020). The current average dry weather flow is approximately 2.60 mgd (San Luis Obispo Local Agency Formation Commission 2020).

21.2.3 Solid Waste

Waste bins for visitors are available at various locations in the park, and the District provides solid waste pick-up and disposal services.

The Cold Canyon Landfill is specified as a Class III non-hazardous site. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Cold Canyon Landfill has a maximum permitted throughput of 1,650 tons per day (tpd) and has a total maximum permitted capacity of 23.9 million cubic yards (CalRecycle 2020). The Cold Canyon Landfill has a remaining capacity of approximately 13.0 million cubic yards and an anticipated closure date of December 31, 2040 (CalRecycle 2020).

21.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to utilities and service systems if it would:

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 that 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?

21.3.1 Impacts and Mitigation

Environmental impacts related to constructing or expanding utility infrastructure, including water, sewer, and electrical infrastructure, to serve the PWP planning area are analyzed throughout the various environmental topic specific chapters of this EIR in conjunction with overall development in the PWP planning area. The placement of these utilities has been considered in the other chapters of this EIR, such as Chapter 6, "Air Quality," Chapter 7, "Biological Resources," Chapter 9, "Energy," Chapter 20, "Transportation and Traffic," and other sections that specifically analyze the potential for future activity and use within the PWP planning area. Where necessary, these chapters include mitigation measures that would reduce or avoid the impacts of developing infrastructure on the physical environment. There is no additional significant impact related to construction of new or expanded utilities and service systems within the PWP planning area beyond what is comprehensively analyzed throughout this EIR.

21.3.1.1 Impacts from PWP Implementation

Operations and maintenance activities of the PWP would not result in changes to park visitation; therefore, there would be no increase in water supply demand, wastewater generation, or solid waste generation. **No impact** related to utilities and service systems would occur.

21.3.1.2 Impacts from PWP Proposed Development Projects and Small Development Projects

Impact 21-1 Increase Demand for Water Supply

The following site-specific improvement projects would not include any new development that requires water supplies, and **no impact** would occur:

- Oceano Campground Infrastructure Improvement Project
- Pismo State Beach Boardwalk Project

Section 5.303, "Indoor Water Use," of the CALGreen Code provides standards for plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads). The CALGreen Code limits effective flush volumes to 1.28 gallons per flush and maximum flow rates for restroom faucets to 0.5 gallon per minute (California Building Standards Commission 2019). Therefore, the following site-specific improvement projects would result in minor increases in water use, and **no impact** related to the sufficiency of existing and future

available water supplies to serve these site-specific projects and future development would occur:

- Park Corporation Yard Improvement Project (additional restrooms with flush toilets and sinks)
- Pier and Grand Avenue Entrances and Lifeguard Towers Project (two new restrooms with flush toilets and sinks);
- North Beach Campground Facility Improvement Project (one new restroom with a flush toilet and sink);
- Butterfly Grove Public Access Project (two new restrooms with flush toilets and sinks).

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

A new groundwater well would be required at both the Oso Flaco Improvement Project site and the Phillips 66/Southern Entrance Project site to supply potable water and non-potable irrigation water.

As discussed in Impact 13-2 in Chapter 13, "Hydrology and Water Quality," the Oso Flaco Improvement Project (at full buildout) would have an estimated water supply demand of approximately 233.6 afy. The Oso Flaco Improvement Project site is currently leased by State Parks for agricultural use (i.e., row crops grown on 166 acres). Actual groundwater usage data for the project site is not available. However, using a water demand factor of 2.5 afy per acre for rotational vegetables (Luhdorff and Scalmanini 2019), the existing water usage at the Oso Flaco Improvement Project site is estimated to be approximately 415 afy. Therefore, implementing the Oso Flaco Improvement Project would result in a net reduction in groundwater use as compared to existing (2019) conditions and no additional groundwater supplies from the SMVMA would be required. Therefore, the Oso Flaco Improvement Project would not substantially decrease the groundwater supplies available to serve existing and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, this impact would be **less than significant**.

The Phillips 66/Southern Entrance Project (at full buildout) is estimated to have a similar water supply demand as the Oso Flaco Improvement Project. However, the existing Phillips 66 Santa Maria Refinery is already using 1,100 afy for its facility (NMMA Technical Group 2020), and this water would transfer over to State Parks for use at the Phillips 66/Southern Entrance Project. Therefore, no additional groundwater supplies from the NMMA would be required to serve the Phillips 66/Southern Entrance Project, and the current groundwater usage at this site would be reduced by 866.4 afy.

The NMMA (which includes the Phillips 66/Southern Entrance Project site) continues to experience a severe water shortage as evidenced by declining well levels. However, as discussed above, the amount of groundwater required for the Phillips 66/Southern Entrance Project would reduce the yearly amount of groundwater extracted in the NMMA, and therefore would not substantially decrease the groundwater supplies available to serve existing and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, this impact would be **less than significant**.

Mitigation Measure: No mitigation is required.

Small Development Projects

None of the Small Development Projects would include any new development that requires water supplies, and **no impact** would occur.

Impact 21-2 Increased Demand for Wastewater Treatment Capacity

The following site-specific improvement projects would not include any new development that requires wastewater treatment, and **no impact** would occur:

- Oceano Campground Infrastructure Improvement Project;
- Pismo State Beach Boardwalk Project;

The following site-specific improvement projects would result in small increases in wastewater flows that would be conveyed to the SSLOCS District WWTP:

- Pier and Grand Avenue Entrances and Lifeguard Towers Project (two new restrooms with flush toilets and sinks);
- North Beach Campground Facility Improvement Project (one new restroom with a flush toilet and sink);
- Park Corporation Yard Improvement Project (new restrooms with flush toilets, showers, and sinks);
- Butterfly Grove Public Access Project (two new restrooms with flush toilets and sinks).

As discussed above, the SSLOCS District WWTP has a design capacity of 5.0 mgd average dry weather flow and receives and treats an average of 2.88 mgd each day. New restrooms would not generate wastewater flows that exceed the design capacity of the SSLOCS District WWTP. Therefore, the SSLOCS District WWTP would have adequate capacity to treat wastewater flows generated by these site-specific projects in addition its existing commitments. This impact would be **less than significant**.

Mitigation Measures: No mitigation is required.

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

The Oso Flaco Improvement Project (at full buildout) would result in new recreational facilities, staff residences, and park office buildings that would generate additional wastewater that increases demand for wastewater treatment. Based on gallon per day per use identified in Title 24 of the California Building Code Title 4, Part 5 and National Fire Protection Association (NFPA) (2019), the wastewater flow for the Oso Flaco Improvement Project would be 0.03 mgd.

The Phillips 66/Southern Entrance Project would result in new recreational facilities, staff residences, and park office buildings that would generate additional wastewater that increases demand for wastewater treatment. Based on gallon per day per use identified in Title 24 of the California Building Code Title 4, Part 5 and NFPA (2019), the wastewater flow for the Phillips 66/Southern Entrance Project would be 0.03 mgd.

Wastewater may be conveyed to the SSLOCS District WWTP. If wastewater is conveyed to the SSLOCS District, the wastewater flows generated by the Oso

Flaco Improvement Project and the Phillips 66/Southern Entrance Project (0.06 mgd) would not exceed the design capacity of the SSLOCS District WWTP (5.0 mgd). Therefore, the SSLOCS District WWTP would have adequate capacity to treat wastewater flows generated by the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project in addition its existing commitments. This impact would be **less than significant**.

Mitigation Measures: No mitigation is required.

Small Development Projects

None of the small development projects include any new development that requires wastewater treatment; therefore, **no impact** would occur.

- Impact 21-2 Increased Demand for Solid Waste Disposal and Compliance with Solid Waste Regulations

All of the site-specific improvement projects could result in the generation of various construction-period wastes, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and nonrecyclable construction-related wastes. In addition, grading and vegetation removal could be required during construction of new facilities. The 2019 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both (California Building Standards Commission 2019). In addition, the 2019 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled. Compliance with the 2019 CALGreen Code would support the attainment of solid waste reductions. Therefore, impacts related to increased generation of solid waste from construction of the site-specific improvement projects would be **less than significant**.

Operation of the following site-specific improvement projects would not result in an increase in park visitation or other development that results in increased solid waste generation as compared to existing conditions, and **no impact** would occur:

- Park Corporation Yard Improvement Project;
- Oceano Campground Infrastructure Improvement Project;
- Pier and Grand Avenue Entrances and Lifeguard Towers Project;
- North Beach Campground Facility Improvement Project;
- Butterfly Grove Public Access Project;
- Pismo State Beach Boardwalk Project.

Mitigation Measures: No mitigation is required.

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would result in increased generation of solid waste as a result of new recreational facilities, staff residences, and park office buildings.

State Parks would provide solid waste pick-up and disposal services for these project sites, and solid waste would ultimately be disposed of at the Cold Canyon Landfill. As discussed above, the Cold Canyon Landfill has a maximum permitted throughput of 1,650 tons per day, a total maximum permitted capacity of 23.9 million cubic yards, a remaining capacity of approximately 1.3 million cubic yards, and an anticipated closure date of 2040 (CalRecycle 2020).

Considering existing remaining capacity at the Cold Canyon Landfill, there is sufficient capacity to accept the anticipated increase in solid waste generated by the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project. In addition, State Parks would comply with all State and local statues related to recycling. Thus, the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not generate solid waste in excess of State of local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals or other federal, state, and local management and reduction status and regulations. Therefore, impacts related to increased generation of solid waste would be **less than significant**.

Mitigation Measures: No mitigation is required.

Small Development Projects

All of the small development projects could result in the generation of various construction-period wastes, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and nonrecyclable construction-related wastes. As discussed above, the 2019 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent and requires preparation of a construction waste management plan. In addition, the 2019 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled. Therefore, impacts related to increased generation of solid waste from construction of the small development projects would be **less than significant**.

The small development projects would not include new development that would generate a substantial amount of solid waste. Therefore, operation of the small development projects would have **no impact** related to exceedance of local infrastructure capacity or impairment of solid waste reductions goals or other federal, state, and local management and reduction status and regulations.

Mitigation Measures: No mitigation is required.

21.4 Cumulative Effects

The appropriate service providers are responsible for ensuring adequate provision of utilities within their service boundaries. Future development within each service providers' boundaries would be required to assess impacts related to demand for water supply and wastewater treatment and generation of solid waste during the environmental review process to ensure

that sufficient water supply, wastewater treatment, and solid waste facility capacity are available to meet demand.

21.4.1 Water Supply

Water supply for the PWP and the projects considered in this cumulative analysis would be provided through a combination of surface water and groundwater. A new groundwater well would be required for both the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project. Cumulative development projects, such as Nipomo Woodlands, have and will continue to reduce groundwater supplies in the Santa Maria Basin. Therefore, the cumulative development projects could result in a **significant impact**.

As discussed in Impact 21-1 above and further described in Chapter 13, "Hydrology and Water Quality," based on existing groundwater use at the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project sites, and based on projected water supply demands for these two projects, no additional groundwater supplies from the SVMMA or the NMMA would be required to serve either of these proposed projects. Therefore, the cumulative contribution of the Oso Flaco Improvement Project and/or the Phillips 66/Southern Entrance Project to a decrease in regional groundwater supplies is considered **cumulatively less than significant**.

21.4.2 Wastewater Treatment

The SSLOCS District WWTP serves the cities of Arroyo Grande and Grover Beach and the Oceano Community Services District. The SSLOCS District WWTP has a dry weather treatment design capacity of 5.0 mgd and the current average dry weather flow is approximately 2.60 mgd.

State Parks could convey wastewater generated by the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project to the SSLOCS District WWTP. Based on gallon per day per use identified in Title 24 of the California Building Code Title 4, Part 5 and NFPA (2019), the wastewater flow for the Oso Flaco Improvement Project (0.03 mgd) and the Phillips 66/Southern Entrance Project (0.03 mgd) would result in a combined wastewater flow of 0.06 mgd.

The SSLOCS District's Long Range Plan provides for future WWTP improvements that will keep pace with the population growth and possible changing water quality standards in its service area. The SSLOCS District has set aside funding to perform upgrades so the WWTP can continue to meet the needs of the residents and comply with federal and state water discharge laws over the next 20 years (San Luis Obispo County Local Agency Formation Commission 2020). Therefore, sufficient long-term wastewater treatment would be available to treat wastewater flows generated within the SSLOCS District service area, including flows generated by the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project. This impact would be cumulatively **less than significant**.

21.4.3 Solid Waste

The Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project and the projects considered in this cumulative analysis would result in increased generation of solid waste as a result of new recreational facilities, staff residences, and park office buildings. Considering existing remaining capacity at the Cold Canyon Landfill, there is sufficient capacity to accept the anticipated increase in solid waste generated by the Oso Flaco Improvement

Project and Phillips 66/Southern Entrance Project and future development of projects considered in this cumulative analysis. In addition, the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project as well as the cumulative projects would be required to implement all State and local recycling and solid waste reduction programs. Therefore, impacts associated with exceedance of local infrastructure capacity or impairment of solid waste reductions goals from implementation of the PWP and the other projects considered in this cumulative analysis would be cumulatively **less than significant.**

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22.0 WILDFIRE

22.1 Regulatory Setting

22.1.1 California Department of Parks and Recreation District Management Plan

22.1.1.1 Management Plan Section 0303.1.3.1.1: Planning

Section 0303.1.3.1.1 requires preparation of unit wildfire management plans and unit prescribed burn plans.

22.1.1.2 Management Plan Section 0131.2: Wildfire

Section 0131.2 states that wildland fire, whether human-caused or naturally ignited, may contribute to or hinder the achievement of Park management objectives. Therefore, Park fire management programs will be designed to meet Park resource management objectives while ensuring that firefighter and public safety are not compromised.

22.1.2 California Public Resources Code

22.1.2.1 Section 4290

California Public Resources Code (PRC) 4290 was adopted for establishing minimum wildfire protection standards in conjunction with building, construction, and development in State Responsibility Areas (SRAs). Under Section 4290, the future design and construction of structures, subdivisions, and developments in SRAs must provide for basic emergency access and perimeter wildfire protection measures as specified in Section 4290. These measures provide for road standards for emergency access, signing and building numbering, water supply reserves, and fuel breaks and greenbelts. Local standards that exceed those of Section 4290 supersede Section 4290.

22.1.2.2 Section 4291

PRC 4291 applies to a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material. These regulations require maintaining defensible space no greater than 100 feet from each side of the structure determining the amount of fuel modification necessary to account for the flammability of the structure as affected by building material, building standards, location, and type of vegetation.

22.1.2.3 Section 4311

PRC Section 4311 prohibits lighting, building, or use of a fire within a Unit except in a camp stove or fireplace provided, maintained, or designated for such purpose. Portable camp stoves may be used in portions of Units approved by State Parks. Section 4311 further prohibits, upon a finding of extreme fire hazard by State Parks, smoking or building fires in portions of Units other than those designated by State Parks for such purposes.

22.1.2.4 Section 4442

PRC Section 4442 prohibits the use of internal combustion engines running on hydrocarbon fuels on any land covered by forest, brush, or grass unless the engine is equipped with a spark arrestor and is constructed, equipped, and maintained in good

working order when traveling on any such land. In addition, a spark arrester affixed to the exhaust system cannot be placed or mounted in such a manner as to allow flames or heat from the exhaust system to ignite flammable material.

22.1.3 Oceano Dunes District Order No. 544-008-2020

Oceano Dunes District Order No. 544-008-2020 provides the following provisions for lighting, building, or use of campfires:

- Campfires are prohibited north of Grand Avenue.
- Campfires are prohibited within fifty (50) feet of any restroom facility or picnic table.
- Campfires are permitted south of Grand Avenue and within Oceano Dunes SVRA.
- Campfires are permitted between the shoreline and beach, to the western edge of the foredunes. Campfires, including ground fires and warming fires, are prohibited within any vegetated dune areas including Pismo Dunes Natural Preserve and Oso Flaco Lake area.
- Only wood and untreated wood products, free of metal, petroleum products or other toxic substances shall be used for campfires, beach fires, or recreational fires.
- Campfires, beach fires, or recreational fires shall not be larger than three (3) feet in diameter and two (2) feet in height.
- No person shall import, transport, or possess any wood, plastic, or fiber pallet.
- No person shall ignite, burn, or maintain any wood, plastic, or fiber pallet fire.
- No person shall light, build, use or maintain a fire during the hours of 10:00 PM to 6:00 AM except in the open use portion of Oceano Dunes State Vehicular Recreation Area, south of beach marker post #2 and being registered and having camping fees paid.

22.2 Environmental Setting

22.2.1 California Department of Forestry and Fire Protection

The Oceano Dunes SRVA is within the California Department of Forestry and Fire Protection (CAL FIRE)/San Luis Obispo County Unit (CAL FIRE 2020). CAL FIRE provides staffing for the San Luis Obispo County Fire Department through a contract with San Luis Obispo County (San Luis Obispo County Fire Department 2020a).

Mesa Station 22, located at 2391 Willow Road in Arroyo Grande, is the nearest San Luis Obispo County Fire Department station to the Oceano Dunes SVRA and is the closest responding fire station for emergencies at the Park. Staffing at Mesa Station 22 includes one fire captain and one fire apparatus engineer. One, or both firefighters assigned to Medic Engine 22 is a licensed paramedic. Medic Engine 22 is supplemented by a 25-member paid call firefighter company (San Luis Obispo County Fire Department 2020b). Station 22 responded to 1,216 calls for service in 2019, of which 260 calls were to the Oceano Dunes SVRA (San Luis Obispo County Fire Department 2020c). CalFire may also respond to wildfire from other regional stations, including its station in Nipomo. The 5 Cities Fire authority may also respond to fires in Pismo State Beach properties.

22.2.2 Wildfire Classifications and Behavior

Fires are classified by where in the fuel strata they burn: surface fires, understory fires, and crown fires (California Forest Stewardship Program 2015). Surface fires are the most common. Depending on the fuels, weather, and topography, these fires can be low to high intensity. Understory fires have flame lengths up to 10 feet. They consume surface fuels, small trees, brush, and lower branches of overstory trees. Crown fires reach into the crowns of trees with flame lengths more than 10 feet.

Fire season is the period when fires are expected to occur, based on knowledge of long-term climate patterns. Wildland fire behavior is based on three primary factors: topography, weather, and fuels. The following discussion briefly describes how each of these factors influences wildfire behavior within the PWP planning area.

22.2.2.1 Topography

Topographic features such as slope and aspect influence a fire's intensity, direction, and rate of spread. Fires burning in flat or gently sloping areas tend to burn more slowly and spread in wider ellipses than fires on steep slopes. Streams, rivers, and canyons can channel local diurnal and general winds, which can accelerate the fire's speed and affect its direction, especially during foehn (warm, dry, and unusually strong) wind events (California Forest Stewardship Program 2015).

The Park is at a low elevation, ranging from about zero to 25 feet above mean sea level. The shoreline comprises flat, broad beaches backed by dunes with intersperse lakes, creeks, and wetlands. The tops of the dunes along the eastern side of the SVRA are approximately 190–200 feet above mean sea level.

22.2.2.2 Weather

Weather conditions influence the potential for fire ignition, rates of spread, intensity, and the direction(s) toward which a fire burns. Temperature, relative humidity, and wind are the variables used to predict fire behavior. These variables in the PWP planning area are influenced by the planning area's proximity to the Pacific Ocean and the Coast and Transverse ranges that trend in a general northwest-southeast and east-west orientation, respectively. The north Pacific high-pressure system, a semi-permanent area of high pressure centered over the north Pacific Ocean, pushes storms to the north during summer. During winter, the pressure center moves south, bringing rain and cooler temperatures.

Near the coast, the Pacific Ocean influence results in typically moderate temperatures year-round. Average maximum temperatures in the summer are typically in the 60s and 70s; average minimum temperatures in winter are typically in the 40s and 50s. Precipitation near the coast averages between 15 and 25 inches per year.

Oceano Dunes SVRA is situated in the Guadalupe-Nipomo Dunes Complex, an approximately 18,000-acre, 18-mile-long coastal dune landscape that contains large, vegetated and unvegetated sand dunes subject to strong prevailing winds. The dunes, including the area in which Oceano Dunes SVRA is located, are exposed to strong and frequent prevailing winds from the northwest (i.e., blowing towards the southeast), especially during the springtime (approximately March through June).

Fire potential in the PWP planning area is typically highest from June through September, when dry vegetation and low humidity are common.

22.2.2.3 Fuels

Vegetation usually provides most of the fuel that feeds wildfire. The volume, character, distribution, and arrangement of vegetation all greatly influence fire behavior (California Forest Stewardship Program 2015). Sand dunes, beaches, and agricultural fields maintained in irrigated crops are considered "non-burnable," meaning little to no fuel load exists that could exacerbate spread wildfire (National Wildfire Coordinating Group 2015). The majority of fuels in the planning area are associated with Central Coast dune scrub habitat. Summertime fog is common in the Oceano Dunes SRVA and consistent fog has the potential to reduce plant flammability during the dry season and reduce fuel moisture loss rates (Emery et al. 2018).

See the PWP Volume 2 section 1.5 "Biological Resources," for further discussion of habitat and vegetation types in the PWP planning area.

22.2.3 Fire Hazard Severity Zones

Fire prevention areas considered to be under state jurisdiction are referred to "state responsibility areas" or SRAs, and CAL FIRE is responsible for vegetation fires within SRA lands.[1] In general, SRA lands contain trees producing, or capable of producing, forest products; timber, brush, undergrowth, and grass, whether of commercial value or not, that provide watershed protection for irrigation or for domestic or industrial use; or lands in areas that are principally used, or are useful for, range or forage purposes.

Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones within the State of California. Fire hazard severity zones are measured qualitatively, based on vegetation, topography, weather, crown fire potential (a fire's tendency to burn upward into trees and tall brush), and ember production and movement within the area in question. In SRAs, CAL FIRE is required to delineate three wildfire hazard ranges: moderate, high, and very high. As shown in Figures 23-1 and 23-2, most of the Oceano Dunes SVRA is in a SRA and designated by CAL FIRE as Moderate and High Fire Severity Zones (CAL FIRE 2007). [2]

CAL FIRE identifies only very high fire hazard severity zones in "local responsibility areas," which are areas under the jurisdiction of local entities (e.g., cities and counties). There are no very high fire hazard severity zones in the PWP planning area (CAL FIRE 2009).

[1] California Public Resources Code (PRC) Sections 4125–4127 define a State Responsibility Area as lands in which the financial responsibility for preventing and suppressing wildland fire resides with the State of California.

[2] CAL FIRE's Online Fire Hazard Severity Zone viewer was accessed on November 16, 2020, to confirm the hazard severity zone rating for the PWP planning area (http://egis.fire.ca.gov/FHSZ/).

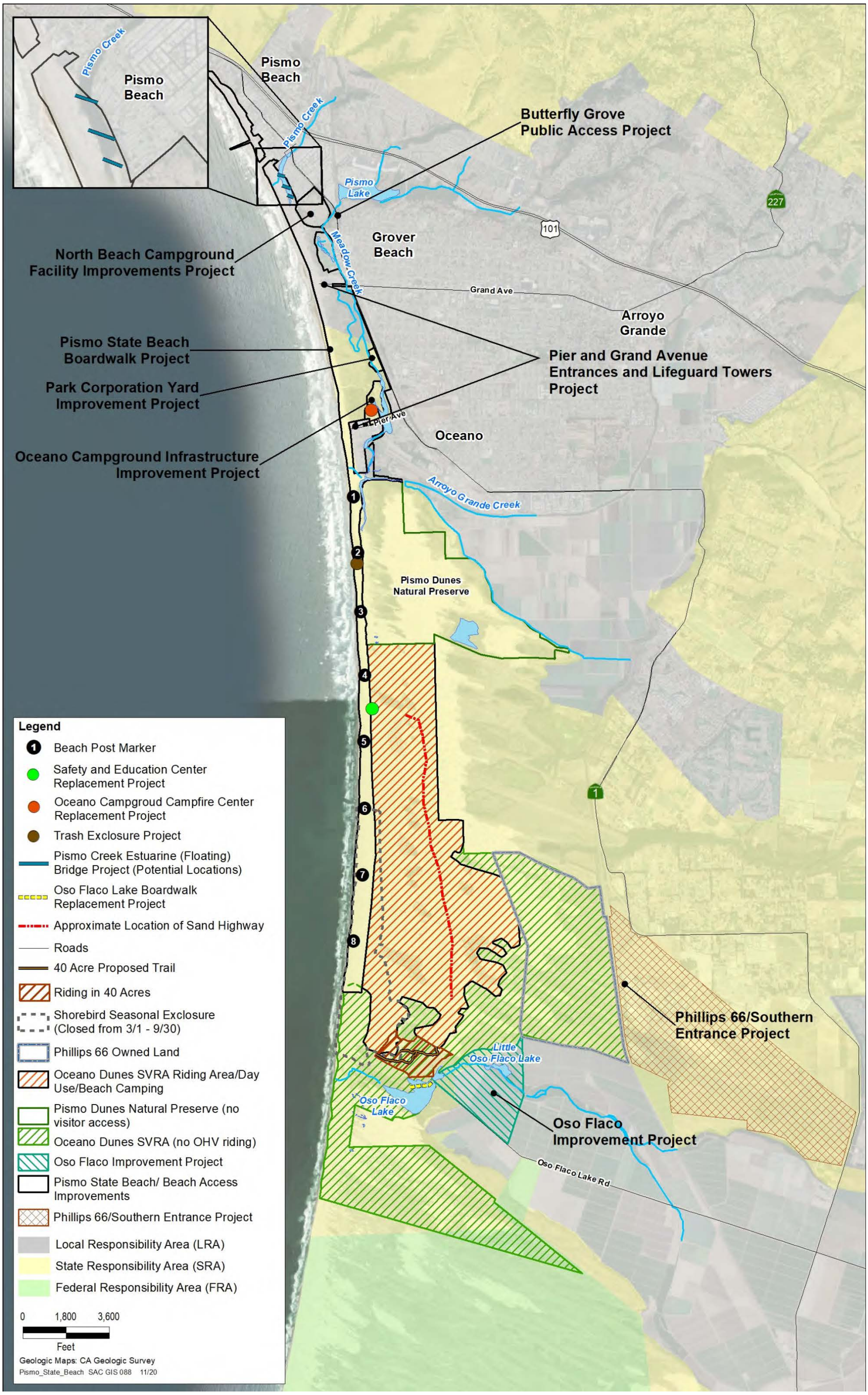

Figure 22-1. Local, State, and Federal Responsibility Areas

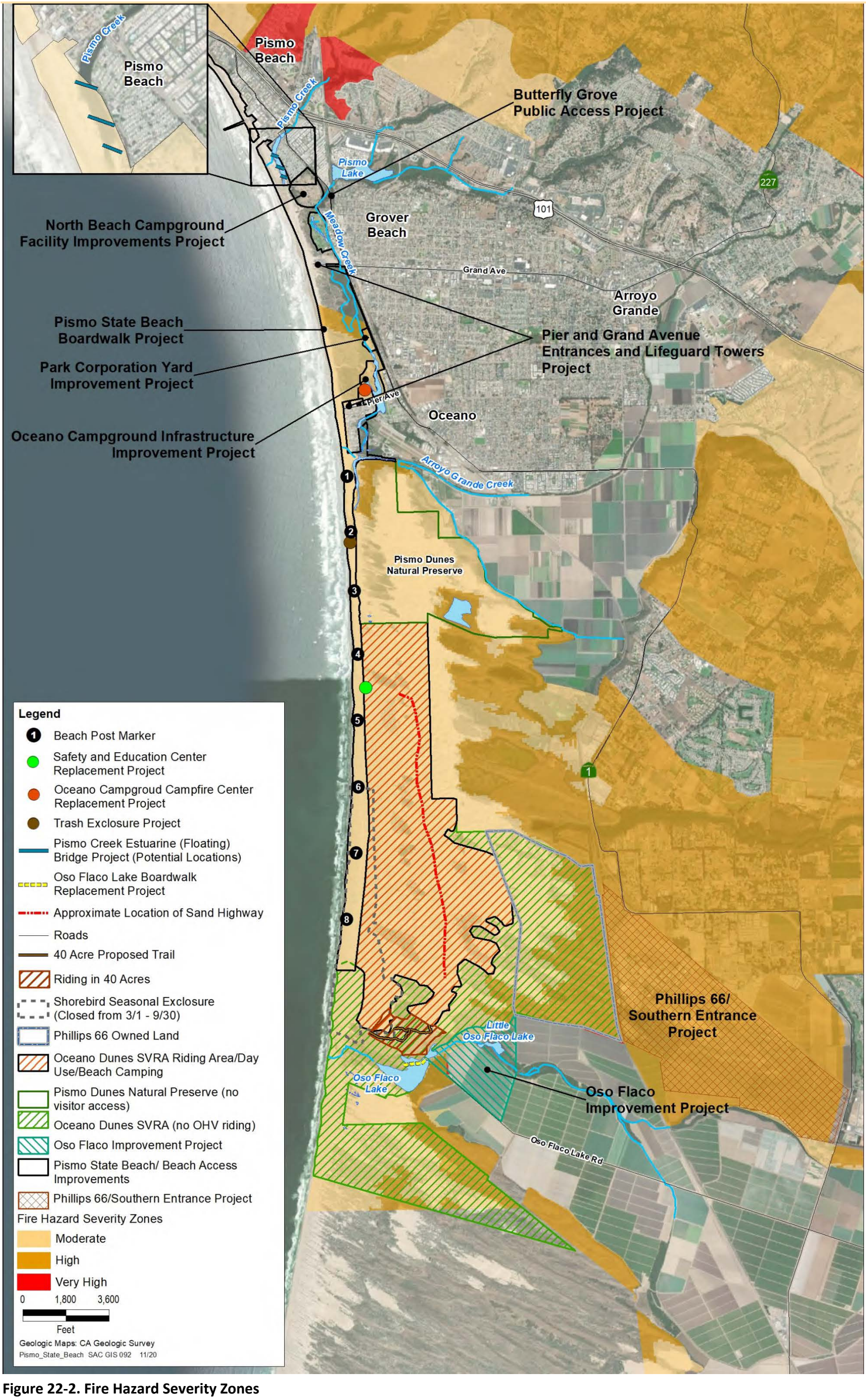

Figure 22-2. Fire Hazard Severity Zones

22.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, the PWP would have a potentially significant impact related to wildfire if it would be located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would:

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?

22.3.1 Impacts and Mitigation

Impacts associated with slope stability are evaluated in Chapter 10, "Geology, Soils, and Paleontological Resources," and impacts associated with downstream runoff, flooding, and drainage changes are evaluated in Chapter 13, "Hydrology and Water Quality." Impacts associated with impairment of an adopted emergency response plan or emergency evacuation plan are evaluated in Chapter 12, "Hazards and Hazardous Materials."

Infrastructure that could exacerbate wildfire risks, in this case, refers to relocation and installation of utility infrastructure (i.e., water, wastewater, electrical, and telecommunications), and road improvements and maintenance. The potential for installation or maintenance of this infrastructure to result in temporary or ongoing impacts to the environment are addressed in the applicable resource sections throughout this EIR, including Chapter 10, "Geology, Soils, and Paleontological Resources," Chapter 12, "Hazards and Hazardous Materials," and Chapter 13, "Hydrology and Water Quality."

22.3.1.1 Impacts from PWP Implementation

Operations and maintenance activities associated with implementation of the PWP include the use of heavy equipment (e.g., loader, tractor) in all areas of the Oceano Dunes District. Depending on the location of maintenance activities and equipment required, fire risks could result from vehicle mufflers, gasoline-powered tools, and other equipment could produce a spark, fire, or flame. State Parks would comply with all PCRs related to fire safety and wildfire suppression identified in Section 23.1, "Regulatory Setting," above and discussed further below. Strict adherence to applicable PRCs requirements would ensure that wildfire risks are minimized. Therefore, impacts related to the potential for PWP implementation to exacerbate wildfire risks is **less than significant**.

22.3.1.2 Impacts from PWP Development Projects

Impact 23-1 Exacerbate Wildfire Risks

As stated above, Appendix G of the CEQA Guidelines determines wildfire impacts based on whether a proposed project would occur within or near a SRA or on lands classified as very high fire hazard severity zones. None of the site-specific improvement projects would be on lands classified as a very high fire hazard severity zone.

The following site-specific improvement projects are not within an SRA; therefore, **no impact** related to wildfire would occur:

- Pier and Grand Avenue Entrances and Lifeguard Towers Project;
- North Beach Campground Facility Improvement Project;
- Butterfly Grove Public Access Project.

The following site-specific improvement projects are within an SRA (Figure 23-1) and designated by CAL FIRE as Moderate Fire Severity Zones (Figure 23-2); however, the risk of wildfire is low and this impact would be **less than significant**:

- Oceano Campground Infrastructure Improvement Project. Construction efforts will be restricted to the currently developed campground footprint site.
- Pismo State Beach Boardwalk Project. The project will install a new 1.1-mile public access boardwalk south of the existing one that will run south along the foredunes between Grand and Pier Avenues. As discussed in Section 22.2.2.3, "Fuels," sand dunes, which would include foredunes, are generally considered non-burnable.
- Park Corporation Yard Infrastructure Improvement Project. The corporation yard maintenance road would be located in an area densely vegetated with Central Coast dune scrub habitat and a small portion of riparian habitat. However, summertime fog is common in the Oceano Dunes SRVA and consistent fog has the potential to reduce plant flammability during the dry season and reduce fuel moisture loss rates thereby reducing wildfire hazards. State Parks would comply with all PRCs related to fire safety and wildfire suppression discussed below that would reduce the potential for wildfires to occur during development of the maintenance road.

Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project

The western/northwestern portion of the Oso Flaco Improvement Project site and Phillips 66/Southern Entrance Project site are within an SRA (Figure 23-1). As shown on Figure 23-2, these project sites are designated by CAL FIRE as Moderate Fire Severity Zones and a portion of the Phillips 66/Southern Entrance Project site is designated as a High Fire Severity Zone. Currently, the Oso Flaco Improvement Project site is leased for agricultural uses and Phillips 66/Southern Entrance Project site is a mix of developed and undeveloped lands. With construction of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, a larger area would be available in which visitors could recreate, thereby increasing the potential for accidental fires and potentially increasing the number of people and structures that could be exposed to wildfire. Both projects propose RV, tent, and cabin camping and the Phillips 66/Southern Entrance Project proposes a multi-use event space and multiple OHV trails. In addition, the Oso Flaco Improvement Project would include a Park general purpose building, facilities and maintenance buildings, and an office for lifeguards and ranger.

Wildfire risks would be offset by State Parks compliance with fire safety and wildfire suppression measures identified in Section 23.1, "Regulatory Setting," above. State Parks would prepare wildfire and prescribed burn management plans as well as implement additional Park fire management programs designed to meet Park resource management objectives while ensuring that firefighter and public safety are not compromised as required by the State Parks District Management Plan. Vehicles would be maintained in good working order and equipped with spark arrestors consistent with PRC 4442. All site-specific improvement projects within the SRA would provide minimum wildfire protection standards identified in PRC 4290, including providing adequate emergency access. In addition, visitors to the Oceano Dunes SRVA would be subject to the provisions identified in Oceano Dunes District Order 544-008-2020, which provides regulations for lighting, building, or use of campfires; and PRC 4311, which prohibits lighting, building, or use of a fire except in a camp stove or fireplace provided, maintained, or designated for such purpose. Adherence to these safety measures, when considered together, would minimize the risk of increased frequency, intensity, or size of wildfires and decrease the risk of exposure of people or structures to wildfire. Therefore, impacts related to the potential for the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project to exacerbate wildfire risks would be **less than significant**.

Mitigation Measures: No mitigation is required.

22.3.1.3 Small Development Projects

The following small development projects are not within an SRA; therefore, **no impact** related to wildfire would occur:

- Pismo Creek Estuary Seasonal (Floating) Bridge Installation;
- Safety and Education Center Replacement Project.

The following small development projects are within an SRA (Figure 23-1) and designated by CAL FIRE as Moderate Fire Severity Zones (Figure 23-2); however, these projects do not include any features that would exacerbate wildfire risks, and **no impact** would occur:

- Oceano Campground Campfire Center Replacement;
- Trash Exclosure Project at Post 2;
- 40 Acre Riding Trail Installation Project. The project would include establishment of riding trails in an area currently closed to motorized recreation. The 40 Acre Riding Trail Installation Project site would be located in sand dunes that do not include enough fuel to support wildfire spread and would be considered non-burnable (National Wildfire Coordinating Group 2015).Oso Flaco Boardwalk Replacement. The project would include replacement of the existing boardwalk.

22.4 Cumulative Effects

The Oceano Dunes SRVA is within the CAL FIRE/San Luis Obispo County Unit, and this unit provides wildfire response in all areas identified as a SRA within San Luis Obispo County (CAL FIRE 2020). CAL FIRE provides staffing for the San Luis Obispo County Fire Department through a contract with San Luis Obispo County. Future development of related projects within the CAL

FIRE/ San Luis Obispo County Unit SRA could exacerbate wildfire risks through construction of additional structures and increased public access to undeveloped areas.

As discussed in Impact 23-1, adherence to safety measures identified in the State Parks District Management Plan, PRC, and Oceano Dunes District Order 544-008-2020, when considered together, would minimize the risk of increased frequency, intensity, or size of wildfires and decrease the risk of exposure of people or structures to wildfire. Therefore, the PWP would result in a **less than significant cumulative** effects related to wildfire risks.

23.0 ALTERNATIVES

CEQA Guidelines section 15126.6(f) states that an EIR shall describe a reasonable range of alternatives to a project or location of the project that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project. An EIR's discussion of alternatives does not need to consider every possible Alternative but must foster informed decision-making and public participation. CEQA intends for the alternatives discussion to focus on alternatives that are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives. Section 3.1.2 of the PWP (Volume 1) lists the following objectives for the PWP:

- Obtain and manage for Coastal Act Compliance within the Oceano Dunes District.
- Manage the Park consistent with state and federal resource protection goals and mandates and other applicable plans
- Improve public access to the Park.
- Optimize Recreation.
- Enhance Visitor Experiences.
- Improve District Operational Efficiency and Mission Implementation Consistent with the General Plan, Park Classifications, and Statutory Mandates.

An EIR is not required to consider infeasible alternatives (CEQA Guidelines § 15126.6(f)). A lead agency is responsible for selecting the range of project alternatives for examination and publicly disclosing its reasoning for choosing those alternatives. Factors that may be taken into account when considering feasibility include site suitability, economic viability, infrastructure availability, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site(s).

23.1 Considered and Rejected Alternatives

An EIR should identify any alternatives that were considered by the lead agency but were not carried forward but instead were eliminated from further analysis in the EIR and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are 1) failure to meet most of the basic project objectives (see above), 2) infeasibility, and 3) inability to avoid significant impacts. A discussion of the Alternative considered and rejected by State Parks based upon one or more of these factors is provided below.

23.1.1 Offsite Alternative

Oceano Dunes SVRA is unique because it is one of only two California State Parks units that provide OHV recreation within the Central Coast Region. The other Park is the Hollister Hills SVRA located in San Benito County, which is more than 18 miles east of the Pacific Ocean. There are no county parks, open space areas, or other recreation lands in Santa Cruz, San Benito, Monterey, San Luis Obispo, Santa Barbara, or Ventura counties where OHV recreation is permitted at the county level. Oceano Dunes SVRA is the only state-

managed public land in California where motorized recreation and camping are allowed on the beach, so no offsite alternative is available. This alternative was eliminated from further analysis because it was deemed infeasible.

23.2 Alternatives Considered

Under CEQA Guidelines section 15126.6, the rationale for selecting the alternatives presented in this EIR is to attempt to feasibly attain most of the basic project objectives while avoiding or substantially lessening the project's significant effects. As summarized in Table S-1 in the Executive Summary of this EIR, and described in the corresponding EIR resource sections, the proposed PWP and its Development Projects, applicable Park management programs and activities would have potentially significant impacts on a variety of resources and several of these impacts require mitigation.

The alternatives presented below include the no project (no PWP alternative) and generally focus on substantially reducing or eliminating the impacts resulting from PWP implementation. Also, an alternative to phase out OHV recreation is added. This Alternative does not meet the project objectives or lessen any PWP specific impacts but was added upon request of the State Coastal Commission staff and some stakeholders, and is not a typical CEQA Alternative. It is included here to specifically address this request.

23.2.1 Alternative 1: No Project (No PWP) Alternative

23.2.1.1 Alternative Description

CEQA Guidelines (§ 15126.6(e)) require evaluation of a “no project” alternative along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. When the project is revising an existing land use or regulatory plan, policy, or ongoing operation, the “no project” Alternative is the continuation of the existing plan, policy, or operation into the future. In this situation, the projected impacts of the proposed plan or alternative plans are compared to the impacts that would occur under the existing plan (§ 15126.6(e)(3)(A)). The no project alternative's impact is analyzed by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Under this Alternative, the PWP would not be approved and implemented. State Parks would maintain its current park operations, visitor use numbers, visitor programs and continue implementing its current management programs. State Parks would continue to rely on the approved General Plan and existing Coastal Development Plan (CDP) for guidance. Other plans, such as the Habitat Conservation Plan (HCP), once approved, the dust control plan, Bio-Diversity Management Plan, and others, would continue to be implemented.

Future projects such as the PWP Development Projects and Small Development Projects would still be planned and implemented as funding allows, but each project would require a new CDP or Amendment to the existing CDP. State Parks would continue to submit applications for individual projects.

23.2.1.2 *Environmental Analysis*

Environmental impacts associated with implementing the no PWP analysis would generally be the same as those resulting from PWP implementation, assuming the Development Projects and small projects would move forward as envisioned in the PWP. However, timing of impacts could be different as projects could be spread out over a longer timeframe, and the PWP Development Projects would each require their own Coastal Development Permits, or amendments to the current CDP.

23.2.1.3 State Parks Consideration of Alternative

The No Project Alternative does not resolve the longstanding issue of consistent and streamlined compliance with the Coastal Act and a consistent approach to design, permitting, and implementation of individual projects. The No Project Alternative does not solve issues requested to be resolved by the Coastal Commission. This Alternative would not meet the objective to improve operational efficiency and mission implementation. Time and resources would be repeatedly spent on permit applications and unprecedented, burdensome CDP requirements of annual reviews of Park operations.

23.2.2 Alternative 2: No OHV Use Alternative

23.2.2.1 Alternative Description

Under the No OHV Use Alternative, use of any vehicle identified in CVC § 38010 and 38012 as an OHV would be phased out and eliminated from the Park over five years as suggested by California Coastal Commission staff. For clarification, some vehicles, like sport utility vehicles, trucks, and dual-sport motorcycles used for OHV recreation are also classified as street-legal. By eliminating OHVs, street-legal vehicles would still be allowed to operate in the Park; thus, only removing a small subset of vehicles from the beach and dunes. See California Vehicle Code (CVC) Section (§) 38010 and § 38012 for the definition of off-highway vehicles. Street-legal vehicles would be allowed to access both unit's beach areas from Grand Avenue south to the current SVRA boundary; it would not meet the statutory purpose of the OHV park unit as described below.

It should be noted that the No OHV Alternative conflicts with State Park's responsibility of managing state parkland in a manner consistent with governing laws (PRC § 5008, § 5090.2(b), § 5090.35(a)) while promoting accessible recreation. In Oceano Dunes SVRA, this Alternative would not meet the statutory mandate of managing the unit under its current classification (PRC § 5090.14.1). This Alternative would ultimately require a reclassification of the SVRA to a State Recreation Area, State Beach, or State Park. As outlined in greater detail below, State Parks does not have the authority to phase out OHV activity in the SVRA on its own, the OHMVR Commission and the State Parks and Recreation Commission, or the Legislature would need to approve a change in the Park's use and classification (§ 5019.50 and 5090.24).

Also, State Parks rarely undertakes reclassifications of existing, successful State Park units. When a reclassification occurs, it is generally in response to a situation such as a natural disaster or other change that permanently alters the resources base of a park unit or if a new acquisition adds or alters significant natural or cultural resources or recreational opportunities at a unit such that its current classification is no longer appropriate. Oceano Dunes SVRA has not undergone such an event or physical change, and is the most popular SVRA in the State Park system, serving nearly 1.4 million visitors a year, as shown in Table 23-1. These numbers also make it the top 6 most popular units in the entire state park

system. Without vehicular access for both OHV and street-legal access for other day-users, the Park would not be able to meet such visitation numbers. Table 23-1 shows that a vast majority of day-use visitors utilize the beach for access to other recreational activities such as fishing, water sports, and picnicking. The Park does not have off-beach parking capable of accommodating these visitors. Such changes could have impacts on local streets, businesses, and residential areas if vehicles are banned from beach or riding areas.

Table 23-1. Attendance Figures for Oceano Dunes SVRA, 2019

Attendance People	Free Day Use Vehicles at Pier Ave	Camping Street legal	Camping OHV	Day Use Street Legal	Day Use OHV
1,368,719	19,384	83,376	46,120	212,262	17,868

Source: State Parks 2019

With regards to the PWP Development Projects, the non-OHV Alternative would result in the following:

PWP Proposed Development Projects like the Oso Flaco Improvement Project (Future) and Southern Access Project would not occur, at least without OHV Trust Funds; therefore, impacts associated with implementing these projects would not happen. Also, non-motorized recreation opportunities in these projects would not be implemented.

Proposed Development projects with existing (non-OHV related) funding allocations would be completed, such as the Oceano Campground Infrastructure Improvement Project, Pier, and Grand Avenue Entrances and Lifeguard Towers Project, and the North Beach Campground Facility Improvements. Therefore, impacts associated with these projects would still occur.

Proposed Development Projects with non-motorized components like the Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, the Park Corporation Yard Improvement Project, and the Oso Flaco Improvement Project (Initial) would be implemented. However, without potential access to reliable OHV fund sources, these projects would compete with the over 271 other State Park units for possible funding and would likely be delayed.

Under this Alternative, State Parks would not implement Small Development Projects with motorized recreation elements, such as the 40-acre Riding Trail Installation and the Replacement of the Safety and Education Center.

Small Development Projects with non-motorized recreation elements, such as the Pismo Creek Estuary Seasonal (Floating) Bridge Installation, Oceano Campground Campfire Center Replacement Project, and the Oso Flaco Boardwalk Replacement Project could occur under this Alternative, as long as non-OHV funding could be obtained. Therefore, impacts associated with building these projects would still happen.

Oceano Dunes SVRA receives an annual operation budget of approximately 12 million dollars, and Pismo SB is allocated 2.5 million. A No-OHV Alternative would significantly reduce funding to maintain existing recreation infrastructure, maintain existing facilities, build new facilities, and develop new recreation opportunities on Oceano Dunes SVRA property.

Under this Alternative, State Parks would be required to fund all District activities from another source instead of the currently available and dedicated OHV Trust Fund. Without OHV Trust Fund support, the now robust Resource Management Program efforts, would likely be severely curtailed. Current spending for these programs (at approximately 2 million dollars annually estimated in 2017 dollars for the shorebird program alone) would be reduced and result in significant impacts to sensitive and endangered species and habitats currently funded through OHV Trust Funds to meet the state and federal management requirements. g.

23.2.2.2 Environmental Analysis

The No-OHV Alternative would conflict with policy and mandates in PRC §5090.35 and would cause an unauthorized change in recreational land use of the park property. It would also have a significant adverse impact on recreation, removing visitors and campers from having recreational access to the coast and this popular park.

Under the No-OHV Alternative, no Proposed Development and Small Development projects with OHV or motorized recreation components would be implemented. These include the Oso Flaco Improvement Project (Future), Philipps 66/Southern Access Project, 40-acre Riding Trail Installation, and the Safety and Education Center's Replacement. Impacts associated with these projects would not occur, but the recreational benefits would also not be realized.

Development Projects on Pismo State Beach property that have no motorized recreation components could be implemented. These projects include the Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project (much-reduced project), Pier and Grand Avenue Entrances and Lifeguard Towers Project, and North Beach Campground Facility Improvements. Projects located on Oceano Dunes SVRA property with non-motorized recreation components like the Oso Flaco Improvement Project (Initial) and the Oso Flaco Boardwalk Replacement Project could be implemented if non-OHV funding were available. Impacts associated with these projects would still occur.

Some Phillips 66/Southern Entrance Project components could be implemented as part of the No-OHV Alternative, such as facilities related to park operations, maintenance, resource management, visitor services, and education. Visitor amenities like non-motorized trails, the developed campground (developed with non-OHV funding), a non-motorized staging area, and non-motorized access into the Park could also be implemented. Impacts associated with these components would remain; however, the project's overall footprint would be reduced, and the project would have to be re-designed. Funding for any improvements at this site would be far less secure, and no OHV Trust Fund monies could be used to support site acquisition or lease or site improvements.

The ability to camp on the beach and dunes at Oceano Dunes SVRA is a significant recreational attraction. Oceano Dunes is currently the largest camping opportunity within the system, representing roughly 6% of all campsites in the system and 16% of all coastal campsites. This primitive beach and dune camping also represents a very low-cost camping and recreation opportunity. Nearly 1.4 million people visit Oceano Dunes SVRA for day use and camping. Visitors also use OHV-vehicles to access non-motorized activities on the beach to unload equipment, such as surf fishing, kiteboarding, and kayaking. Anecdotally, the planning team has received many comments from stakeholders who depend on motorized vehicles to access the coast because of mobility issues. A No-OHV recreation would have a ***significant and negative impact*** on existing recreation opportunities at the SVRA.

This Alternative would also fail to meet project objectives of providing public use and enjoyment and preserving, managing, and expanding recreational opportunities as appropriate and conserving park resources.

The No OHV Use alternative would not preclude street-legal vehicles currently allowed to operate in Pismo State Beach and Oceano Dunes SVRA. By eliminating OHVs, street-legal vehicles would still be allowed to operate; thus, only removing a small subset of vehicles from the beach and dunes.

This alternative is not truly feasible. Oceano Dunes SVRA receives an annual operation budget of approximately 12 million dollars, and Pismo SB is allocated 2.5 million. If the SVRA were reclassified as a State Beach or State Park, it would be reasonable to assume that the operating budget would be reduced accordingly.

Significant funding for natural and cultural resource management currently flows to the Park from OHV Trust Fund monies. These funds are used for resource management such as the snowy plover and the least-term management project and other projects such as dune restoration and habitat enhancement. Funding for these programs would be eliminated until an alternative funding source can be identified and appropriated by the Legislature.

Thus, compared to current conditions, negative impacts on resources could occur, as the management's current level could not be kept up.

23.2.2.3 State Park Consideration of Alternative

The OHV Act (PRC 5090.02) requires State Parks to manage and operate SVRAs to the fullest appropriate public use of vehicular recreational opportunities present, and consistent with the OHV Act while providing conservation and improvement of cultural and natural resource values over time. The OHV program, management of SVRAs, and use of OHV Trust funds are found in Public Resources Code SS 5090.01-5090.65. A No-OHV Alternative does not meet the statutory mandate of an SVRA and providing vehicular recreation opportunities.

This Alternative would require the reclassification of the SVRA to a State Beach, State Recreation Area, or State Park and requires the approval of the OHMVR Commission, the State Park and Recreation Commission, and the California State Legislature. It would also need identification and appropriation of funds to manage the Park. Long term operation would also require a General Plan Update, as the current General Plan mandates use as an SVRA.

As described above, a no-OHV alternative would cause a significant loss of recreation opportunity on the coast and low-cost accommodations in the form of camping on the beach.

OHV Trust funds may not be available under this Alternative, including monies for existing resource protection levels and resource staff. Staff levels would be reduced pro-rata. Funds would need to be appropriated from the SPRF and the General Fund to the resource protection program.

Furthermore, while not a CEQA impacted the physical environment, local businesses and governments could also experience a significant loss in revenue since the SVRA averages 1.4 million visitors a year. A majority of visitors go to the SVRA because of OHV recreation and beach camping. OHV users would be denied an opportunity to ride where vehicle-based riding has been available for more than a century.

This Alternative would fail to meet the project objectives of improving public access to the Park, optimizing recreation, enhancing the visitor experience, and improving operational efficiencies and mission implementation. Therefore, this alternative is rejected.

23.2.3 Alternative 3: No General Plan Amendment Alternative

23.2.3.1 Description

The Oso Flaco Improvement Project (Future) and the Southern Access Project require an amendment to the existing Pismo State Beach and Oceano Dunes SVRA General Plan. Under the No General Plan Amendment Alternative, no Oso Flaco Future and no Philips 66/Southern Entrance Development Projects would be constructed and any resolution of planning issues would have to occur within the existing Park footprint. Every other element of the PWP could be implemented as proposed.

23.2.3.2 Environmental Analysis

This Alternative would eliminate any impacts associated with Oso Future and Southern Entrance/Phillips 66, resulting in less conversion of habitat and fewer emissions. In the long term, fewer visitor-serving facilities and improvements and fewer management options for enhancing recreation and addressing other park management issues would be available.

The PWP Development Project impacts associated with the no General Plan Amendment Alternative would be similar to the Proposed project. However, it would not include the Oso Flaco Improvement Project (Future) and the Southern Access Project. There would be no impacts to existing land use (such as the interim agricultural uses at Oso Flaco), fewer emissions due to visitor vehicular traffic to the sites, less utility and water use, and less conversion of coastal habitat.

There would be fewer improvements to visitor services, such as significant new coastal camping opportunities, pedestrian and bicycle trails, restrooms, and educational facilities in both projects. Also, there would be only small improvements in park operations, maintenance, and resource program facilities from the limited facilities that could be constructed at Oso Flaco without a General Plan Amendment.

23.2.3.3 State Park Consideration of Alternative

This Alternative would be feasible. It would use a smaller project footprint at Oso Flaco, but would provide additional primitive camping, and therefore be consistent with the Coastal Act's low-cost accommodations and recreation mandate. Oceano Dunes District would continue to provide existing services and implement all other improvement projects. Operational efficiency would only be minimally improved, because of limited additional operational space at Oso Flaco in the Initial Phase.

This Alternative would be acceptable because it meets project objectives of providing public use and enjoyment and preserving, managing, and expanding recreational opportunities as appropriate and conserving park resources. However, the additional campgrounds offered in these projects would partially mitigate the loss of camping on the beach through the interim day use, camping, and OHV day use limits proposed by this PWP and the reduction of 48 acres of camping area in the foredunes from the Annual Monitoring and Reporting Plan for 2019. Without additional camping to offset these losses, the objectives of optimizing recreation and enhancing visitor experiences would only be partially me.

23.3 Environmentally Superior Alternative

The purpose of the alternatives analysis is to identify project alternatives that "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project[.]" (CEQA Guidelines § 15126.6(a)). The discussion above presents alternatives to the proposed PWP based on the identified potentially significant impacts.

The no General Plan Amendment would be the environmentally superior Alternative. It would not result in the project impacts associated with the larger Development Project footprints such as the Oso Flaco Future Improvement Project or the Phillips66/Southern Entrance Project. However, it would not mitigate the loss of camping on the beach imposed by the interim reduced use limits.

24.0 OTHER CEQA CONSIDERATIONS

24.1 Significant and Unavoidable Impacts

There are two significant and unavoidable impacts associated with the PWP including temporary increase in ambient noise associated with construction, and loss of recreational opportunities (motorized public recreation and coastal access) from interim reduction of use limits. Potentially significant impacts of the PWP are identified in this EIR for Air Quality, Biological Resources, Hazards and Hazardous Materials, Noise, and Transportation and Traffic, along with mitigation measures that would reduce or avoid these impacts. There would be no potentially unavoidable significant cumulative impacts from the PWP, with the exception of Greenhouse Gas Emissions, where cumulative impacts are significant even without the PWP. Please see Table S-2 in the Executive Summary of this EIR for a Cumulative Impact Summary.

24.2 Growth Inducement

During implementation of the proposed PWP State Parks would implement existing park activities and operations, future management programs, and various Development Projects at Pismo State Beach and Oceano Dunes SVRA. The PWP was developed in support of an application to the California Coastal Commission for a Public Works Plan (PWP) for Coastal Act Compliance, as described in Volume 1, Chapter 1 of the PWP. Besides the existing and proposed park activities and operations, new Development Projects proposed by the PWP include Oso Flaco (Initial and Future) Improvement Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pismo State Beach Boardwalk Project, and Phillips 66/Southern Entrance Project. There are also several Small Development Projects proposed including Pismo Creek Estuary Seasonal (Floating) Bridge Installation, 40 Acre Riding Trail Installation, Replacement of the Safety and Education Center, Oso Flaco Boardwalk Replacement, Oceano Campground Campfire Center Replacement Project, and Trash Exclosure at Post 2/Beach Trash Management.

The PWP approval and subsequent issuance of the PWP would satisfy the permit requirement for existing and future proposed activities and projects in the coastal zone. The PWP does not grant any other entitlements to future projects and does not obviate the need for future permits and approvals.

The proposed PWP includes future park improvements to aging infrastructure and new infrastructure as envisioned in the General Plan. New housing is only proposed as part of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project including two to six new residences at the Oso Flaco Improvement Project site, and an additional two to six residences at the Philips 66/Southern Entrance Project site. These residences would be occupied by State Parks staff and not available to residents in the surrounding area. The improvement projects would provide day use activities and overnight camping and not result in an increase in the population residing in the surrounding area. In addition, improved, relocated, and new infrastructure (i.e., roadways and water, wastewater, electrical, and telecommunications infrastructure) would be those necessary to serve visitors and State Parks employees working and living at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project sites. Utility infrastructure would only be built to the size

needed to support these projects and land use on adjacent lands, which is regulated by agricultural designations and other local land use designations, would remain the same as under current conditions and there would be no nexus for conversion to residential use. Therefore, implementation of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project improvements would not directly or indirectly induce substantial unplanned population growth. The park improvements would not promote development of urban growth or conversion of land from existing park uses. The PWP would not induce growth of park visitation. Park visitor vehicle limits are set by the CDP, and current limits would be reduced in the interim as described in Section 3.6, “Managing Use Limits”, of Chapter 3 in Volume 1 (PWP) during implementation of the PWP. As such, the proposed PWP is not growth inducing.

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None.

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None.

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26.25 Chapter 24. Other CEQA Considerations

None.

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Pismo State Beach & Oceano Dunes SVRA

Public Works Plan

Scoping Report

for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan and Environmental Impact Report

August 2018

August 2018

Scoping Report

for the Pismo State Beach and
Oceano Dunes State Vehicular Recreation Area
Public Works Plan and Environmental Impact Report

Prepared for:

California Department of Parks and Recreation
Oceano Dunes District

Prepared by:

AECOM
2020 L Street Suite 400
Sacramento, CA, 95811

Table of Contents

Acronyms and Abbreviations

CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
NOP	Notice of Preparation
OHV	Off-Highway Vehicle
PWP	Public Works Plan
RV	recreational vehicle
State Parks	California Department of Parks and Recreation
SVRA	State Vehicular Recreation Area

1.0 INTRODUCTION

The California Department of Parks and Recreation (State Parks), acting as the lead agency under the California Environmental Quality Act (CEQA) for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area (SVRA) Public Works Plan (PWP), issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the project on May 9, 2018 (Attachment A). The NOP initiated an environmental scoping period for the project from May 9 – June 9, 2018.

On May 22, 2018 and May 23, 2018, two public scoping meetings were held for the project at the South County Regional Center in Arroyo Grande and the Radisson Hotel Conference Center in Fresno, respectively. These meetings provided an opportunity for the public to learn about the PWP and provide input on the scope and content of the EIR. Approximately 57 people attended the scoping meeting in Arroyo Grande and 39 people attended the scoping meeting in Fresno. The sign-in sheets from the scoping meetings are included below in Attachment B, and transcripts of oral comments received from members of the public during the meetings are included in Attachment C.

A total of 100 written comments were received from public agencies, local organizations, Native American Tribes and individuals.

Section 2 contains a summary of the key issues raised during the scoping period. Copies of all written comments received at the scoping meeting, via mail and email are provided in Attachment D.

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2.0 SUMMARY OF KEY ISSUES RAISED

The following is a summary of the key issues mentioned in oral and written comments provided during the two scoping meetings and written comments received via mail and email during the scoping period.

2.1 Support for Project Features

- Support for the addition of a southern entrance to the park near Oso Flaco
- Support for a new campground at Oso Flaco
- Support for extension of a boardwalk between Grand and Pier Avenues
- Support for parking improvements at the Monarch Butterfly Grove

2.2 Opposition to Project Features

- Opposition to a new southern entrance to the park near Oso Flaco
- Opposition to a new campground at Oso Flaco

2.3 Public Involvement Process

- Hold meetings in Oceano and Guadalupe; do not hold meetings in the Central Valley
- Conduct meaningful consultation with Native American Tribes

2.4 Suggestions/Requests – Park Operations

- Construct a new motocross track in the Oso Flaco area
- Expand Off-Highway Vehicle (OHV) dune access
- No net loss of OHV riding area
- Restrict and/or eliminate OHV dune access
- Restrict and/or eliminate vehicles on the beach
- Consider alternative vehicle entrances and staging areas
- Prohibit vehicles from crossing the creek; construct a bridge to allow vehicles to pass over creek
- Add equestrian amenities such as equestrian trailer parking, horse camping, exclusive equestrian access to the beach, equestrian trails
- Add recreational vehicle (RV) camping areas with amenities
- Include ride-in access for OHVs from Oso Flaco campground to dunes
- Limit OHV riding hours and prohibit night riding (noise complaints)
- Designate beach areas where vehicles are prohibited
- Fence off Chumash sacred sites
- Improve beach access for disabled and handicapped visitors

- Prohibit the use of “caution tape” for demarcating beach campsites
- Address litter on beach and dunes
- Add a children’s play area and/or children’s motocross track
- Maintain year-round fencing for threatened and endangered bird species
- Install more trash cans and dumpsters on the beach and in the dunes
- Improve restroom facilities – adding lights, more restrooms, etc.

2.5 Public Works Plan

- PWP should address coastal development permit number 4-82-300 requirements
- Ensure PWP is consistent with Local Coastal Programs (San Luis Obispo County, Pismo Beach, Grover Beach and Santa Barbara County)
- Ensure the PWP is consistent with the Stipulated Abatement Order
- Coordinate the PWP with the proposed Oceano Dunes District Habitat Conservation Plan
- Update the Oceano Dunes SVRA General Development Plan before approving the PWP
- The PWP should not replace the Coastal Development Permit
- Implement smart growth transportation improvements

2.6 Environmental Analysis

- Analyze air quality-related public health concerns regarding dust, sand, particulate matter
- Protect natural resources such as vegetation, wildlife (California least terns, plovers)
- Analyze economic impacts to nearby communities
- Analyze impacts of vehicle entrances including traffic, noise, air quality, and economic impacts
- Include existing traffic volume data no more than two years old for the traffic study
- Analyze waste impacts, water utility impacts, and economic impacts to the Oceano community

ATTACHMENT A

Notice of Preparation

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State of California – The Resources Agency

DEPARTMENT OF PARKS AND RECREATION

Notice of Preparation of an Environmental Impact Report

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

Scoping Period: Wednesday, May 9, 2018 – Saturday, June 9, 2018

DATE: May 9, 2018

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation of an Environmental Impact Report
Pismo State Beach and Oceano Dunes State Vehicular Recreation Area
Public Works Plan

LEAD AGENCY: California Department of Parks and Recreation

NOTICE IS HEREBY GIVEN that the California Department of Parks and Recreation (State Parks) intends to prepare an environmental impact report (EIR), consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed Pismo State Beach (SB) and Oceano Dunes State Vehicular Recreation Area (SVRA) Public Works Plan (PWP), including proposed park improvement projects. State Parks will serve as the lead agency under CEQA.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that State Parks plans to prepare the EIR and request input on the scope of the environmental analysis. From public agencies, we are inviting comments on the scope and context of the environmental information that is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

SCOPING PERIOD

Comments on the scope of the Pismo SB and Oceano Dunes SVRA PWP will be accepted until 5:00 PM on Saturday, June 9, 2018. Please submit comments to:

By Email: info@OceanoDunesPWP.com

By Mail: California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

Written and oral comments will also be accepted at two scoping meetings, at the dates and times listed below.

SCOPING/PLANNING MEETINGS

Dual-purpose public meetings, for EIR scoping and PWP planning, will be held at the following dates and locations:

Date: Tuesday, May 22, 2018
Location: South County Regional Center
Address: 800 W Branch St, Arroyo Grande, CA 93420
Time: 5:30 p.m. to 8:30 p.m.

Date: Wednesday, May 23, 2018
Location: Radisson Hotel Fresno Conference Center
Address: 1055 Van Ness Ave, Fresno, CA 93721
Time: 5:30 p.m. to 8:30 p.m.

These meetings will offer an opportunity for the public to meet the planning team and learn about the PWP. The public is encouraged to provide input about recreation opportunities and experiences, and goals and guidelines for park operations and programs. The meetings will also serve as scoping meetings for the EIR and attendees will have the opportunity to provide input on the scope and content of the EIR. The two meetings will be identical in format and content. Each meeting will begin with an open house from 5:30 p.m. to 6:00 pm. The planning team will provide a brief presentation about the PWP and EIR at 6:00 p.m., followed by an opportunity for attendees to provide comments.

PROJECT TITLE

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

PROJECT LOCATION

Pismo SB and Oceano Dunes SVRA comprise an approximately 5,500-acre area within the Oceano Dunes District of the California State Park System. Included within Pismo SB are Pismo Dunes Natural Preserve and Pismo Lake. Pismo SB and Oceano Dunes SVRA are located in San Luis Obispo County; approximately 14 miles south of San Luis Obispo (see attached regional map).

PROJECT BACKGROUND

Pismo SB and Oceano Dunes SVRA are managed in compliance with the 1975 General Development Plan. The General Development Plan provides direction and guidance for the park purpose, broad land use planning uses, and program-based goals and guidelines. The General Development Plan predates the California Coastal Act (Coastal Act) of 1976.

The existing Coastal Development Permit (CDP) A-4-82-300-A5, issued in 1982 for the entry kiosks and perimeter fencing projects, has provided direction to Pismo SB and Oceano Dunes SVRA for compliance with the Coastal Act. The 1982 CDP has been amended five times to accommodate additional projects and actions.

The proposed PWP will provide long-term Coastal Act compliance for existing and future park management activities and select improvement projects. The PWP will be consistent with the existing General Development Plan.

PROJECT DESCRIPTION

State Parks is preparing a Public Works Plan (PWP) for Pismo State Beach (SB) and Oceano Dunes State Vehicle Recreation Area (SVRA). A PWP is a long-range land use management plan for compliance with the California Coastal Act (Coastal Act) that is reviewed and certified by the California Coastal Commission. The PWP will document existing conditions, consider improvement projects and management programs to improve access for motorized and non-motorized recreation opportunities, and develop policies and programs. The PWP will also include a number of site specific proposed park improvement projects including the following:

1. Project A: Oso Flaco Campground and Public Access Project
2. Project B: Park Corporation Yard Improvement Project
3. Project C: Grover Beach Lodge Site Project (including La Sage Bridge and Dump Relocation)
4. Project D: Oceano Campground Infrastructure Improvement Project
5. Project E: Pier and Grand Avenue Entrances & Pier Avenue Lifeguard Tower Project
6. Project F: North Beach Campground Facility Improvements
7. Project G: Butterfly Grove Public Access Project
8. Project H: Pismo State Beach Boardwalk Project

California Resources Code (14 CCR § 13353) states that PWPs shall contain sufficient information regarding the kind, size, intensity and location of development activity intended to be undertaken including, but not limited to the following where applicable:

(1) the specific type of activity or activities proposed to be undertaken;

(2) the maximum and minimum intensity of activity or activities proposed to be undertaken;

(3) maximum size of facilities proposed to be constructed pursuant to the plan and the proposed timetable for precise definition of all projects included in the plan and any phasing of development activity contemplated;

(4) the service area for the proposed activity or activities;

(5) the proposed method of financing the activity or activities;

(6) the proposed location or alternative locations considered for any development activity or activities to be undertaken pursuant to the proposed plans.

POTENTIAL ENVIRONMENTAL EFFECTS

State Parks has determined that the following topics will be included for evaluation in the EIR for the PWP: 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 and Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

INTENDED USE OF THE EIR

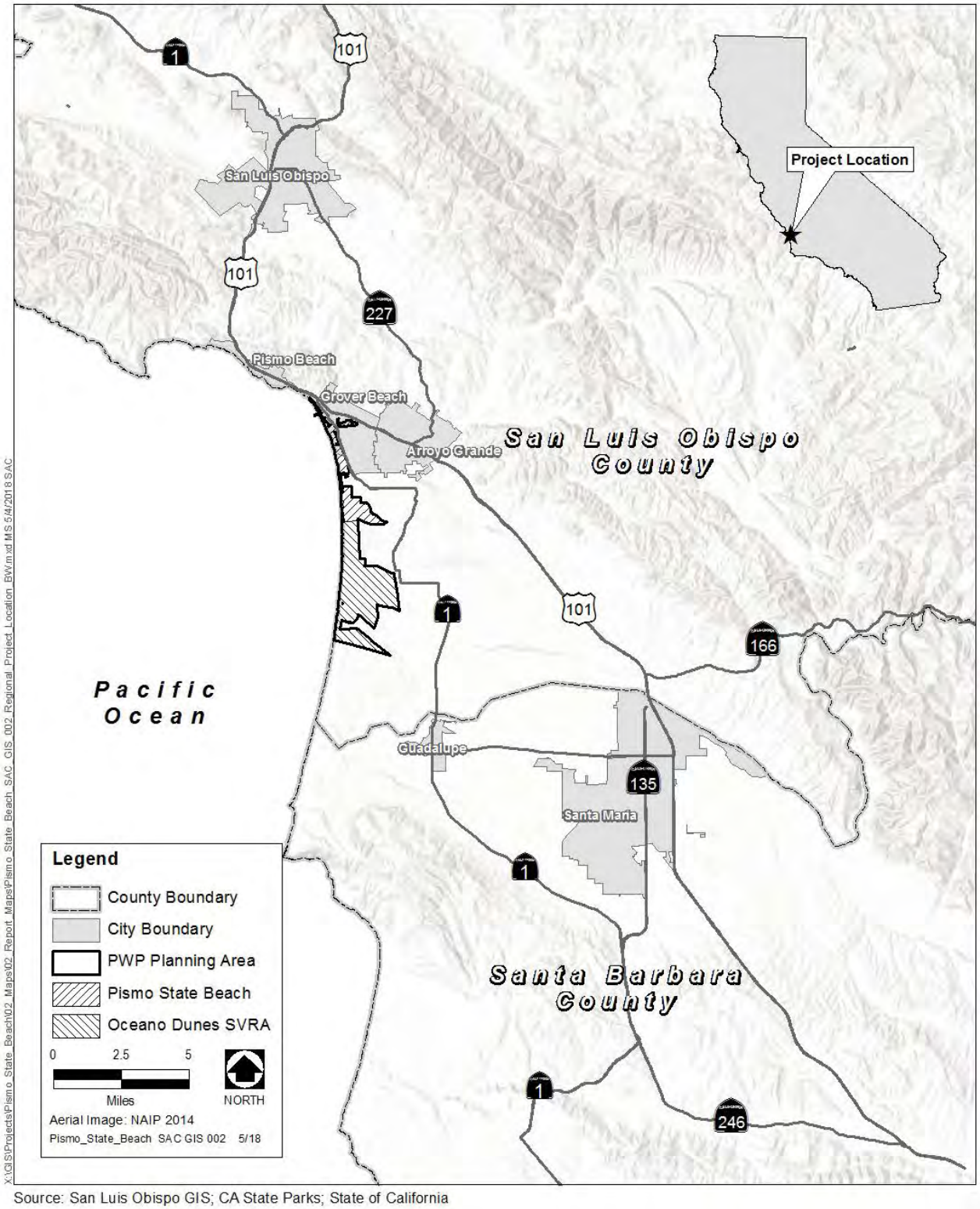
State Parks will use the EIR to consider the environmental effects of the proposed PWP and proposed park improvement projects and, if necessary, develop mitigation measures to reduce potential impacts resulting from PWP implementation. State Parks will also consider a reasonable range of alternatives when reviewing the PWP for approval. The EIR will serve as the CEQA compliance document for adoption of the PWP and implementation of the proposed park improvement projects and will be certified by the lead agency (State Parks) concurrent with PWP approval.

CEQA permits the use of a tiered process for environmental review. The first tier is a program-level analysis which comprehensively reviews the environmental impacts of a program as a whole at a broad conceptual level of analysis including cumulative impacts. Once certified, the EIR will serve as the programmatic environmental document to be referenced for implementation of future actions included in the PWP. It will serve as a first-tier document for the PWP.

The EIR will also include a project-level analysis for the site specific park improvement projects listed above. These projects will be sufficiently designed during the planning process to allow for a detailed analysis and the identification and disclosure of project-level environmental impacts.

Future implementation actions envisioned in the PWP that are found entirely within the scope of the EIR may not require additional environmental review. Those that do require additional review under CEQA may be able to use a streamlined or focused approach to CEQA compliance.

REGIONAL LOCATION MAP



Source: San Luis Obispo GIS; CA State Parks; State of California

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ATTACHMENT B

Sign-in Sheets from Scoping Meeting

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PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Nick Alter		850 Tempus Circle Arroyo Grande 93420	nickalter@mindspring.com	Y
MATT JANSSEN	SLO COUNTY	976 OSOS SLO	MJANSSEN@CO.SLO.CA.US	N
Julie Tacker	public	P.O. BOX 6070, Los Osos CA	jhedwardscompany@gmail.com	N
Jeff Edwards	public	"		
Heidi DiSalvo	Public			
LINDA Reynolds	Public		LREYNOLDS15@gmail.com	Y
MICHAEL BISHOP	CORVA	918 CALLE CORTITA SANTA BARBARA 93109	MBISHOP@SILCOM.COM	Y
Walt whipple		2391 Brant ST AG	W.whipple@ieee.org	N
Tamar Carmona	public			
Stephanie Little	Public	3070 Beachcomber Dr, MB 93442		N
Kaylee Arthur	Cal Poly	241 E. Foothill Blvd, SLO, CA 93405		N
Melissa McNeal	public- local resident		melissam1048@gmail.com	
Beverly Sunsiri	retired	1880 Atlantic City Blvd G.B., Ca 93433	bbsun@att.net	N
MARK CEISTER		2425 GOLDEN HILL RD Ste 106-248 Paso Robles, CA 93446	MARK.CEISTER@FIRSTSEAR.COM	Y
Sam Saltoun	not particularly	1918 Eucalyptus Rd Nipomo 93444	ssaltour@verizon.net	N
Joyce L. Southward		2352 Turnstone St. AG 93420	jlsouthward@yahoo.com	Y
Gregory Peterson		" " "	gppeterson@yahoo.com	

PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Rachelle Toti	resident		rachelletoti@yahoo.com	Y
Charles Felbaum	resident	494 Vista Dec Robles		
Anthony Andre	out of Towner	9729 Edna Way Hanford CA 93230	Anthonyandre21@yahoo.com	Yes
Bill Knoff	Friends of Oceano Dunes	17021 Arena Way, Ramona, CA 92065	BKNOFF@COX.NET	N
Leslie Bennett	resident	1383 Trail View Pl, Nipomo CA 93444	lesliebennett@mac.com	yes
Bonita Ernst	resident	1100 Belridge St, OCEANO CA 93445	bonnie@pacificcoastpro.com	/
Jocelyn Brennan	Arroyo Grande + Grover Beach Chamber	800 W Grand AG CA 93420		
Kris Sinay	resident	108 W Bennett Nipomo Ca 93444	kris@clarkcenter.org	yes please
Dustin Gotchal	resident	Po box 1736 Nipomo CA 93444	Dusting5239@gmail	no
Britt Swenseni	RESIDENT	1860 ATLANTIC CITY AVE 93	BSWENSENI2@GMAIL	
KARL TUPPER	APCD	3433 Roberto Ct, SLO, CA 93401	ktupper@co.slo.ca.us	✓
Sean Hayes	Pismo Dune Riders		Sean HayesZHome@Yahoo.com	
ROSEMARY NELSON	resident	1928 Eucalyptus Rd, Nipomo	ROSEMARYNELSON@ME.COM	✓
Dustin Haning	Resident	1247 La Serena nipomo, CA 934414	Darkside fab17@Yahoo.com	✓
CHRIS JAUREGUI	resident	736 Honey Grove Lane CA 9344	HWY101 ~~SURF~~ SURF @gmail.com	✓
Wayne Vogler	resident	801 Turquoise Dr A.G.	Wayne.Vogler@gmail.com	V
Robyn Mackey	Resident	1380 Rice St		NO

PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Rebecca Bland	Cal Poly University	1857 Vicente Dr. San Luis Obispo	rnbland@calpoly.edu	N
Steve Dayton	Stoves ATV Rental	580 Railroad ~~St~~ st Oceano Ca	SGDayton28@Gmail.Com	y
Ginger Schenk		1302 Poplar St Arroyo Grande CA	gingerschenk@sbcglobal.net	y
Tina Ellis	ARNIES ATV		sbtella@hotmail.com	y

PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Nick Lalanne	Pismo Dune Riders	1329 Atlantic city Ave Groverbeach	Pismo Dune Riders@Gmail	Yes
Gary Arcemont	SLO Co Air Pollution Control	3433 Roberto Court SLO	@arcemont@co.slo.ca.us	Yes
Don Canfield	state parks	1725 23rd St. Sac CA 95618	dan.canfield@parks.ca.gov	Yes
Sara Fellbaum	public	494 Vista del Robles, Arroyo Grande	epona101calypso@gmail.com	Yes
Sandra Tiffany	Nipomo Mesa Resident		stiffany60@mac.com	Yes
Josh Phipps	"	1149 Tyler Ct. 93444	—	No
Bill Hayes		868 Lawrence, SLO		No
Paula Perkins	Nipomo Resident	1788 Louise Lane. 93444	prperkins@comcast.net	No
Tucker Max	Pismo Dune Riders	267 N. Hillcrest Dr. Arroyo Grande	pismoduneriders@gmail.com	Yes
Jim Brantley	self	P.O. Box 3436 Pismo Beach	pismojim@gmail.com	YES
SHEILA BLAKE	Pismo City Council	1320 Longview Pismo Beach 93449	SHEILA.BLAKE@ATT.NET	Already on
Cynthia Replogle	Oceano Beach Community Assoc	1501 24th St, Oceano 93445	oceanobeachca@gmail.com	yes
MICHAEL YOUNG	CITIZEN	1928 EUCALYPTUS RD, NIPOMO 93444	MIKERO1@MAC.COM	
Lyndi Lovetaning	N/A	1247 La Serena Way, Nipomo 93444	lovetaning@yahoo.com	Yes
BOB PAVLIK	OHMVR	493 WOODSRIDGE SLO 93401		YES
Linda Burch	State Parks	240 Aspen St. #3 A.G. 93420	L-burch@yahoo.com	Yes
Yvonne Williams	Resident-Nipomo	1918 Eucalyptus Rd. Nipomo 93444	williams.yvonne.e@verizon.net	Yes

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NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Kim Warner		352 N. 13th St. Grmbch. 93437	tkwarner@comcast.net	yes
Leah Van Otterloo		1857 Vicente Drive, San Luis Obispo 93405	leah.vano@gmail.com	yes

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PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Nick Lalanne	Pismo Dune Riders			
CHRIS DRUDGE	Pismo Dune Riders		Chris.drudge@comcast.net	
Cheryl Hunter	Friends of Oceano Dunes			
Rob Hunter	Friends of Oceano Dunes			
Greg Ray	Friends of oceano Dunes			
Andie Tiller			aundrea9898@gmail.com	
Bryce Tompkins			bryce+0513@gmail.com	
William & Kayla Wallace	Pismodunerides+Friendsofoceano		wwallace75@att.net	
Sukhpreet Sahota	SSGYOTAS		Sahota700@gmail.com	

PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
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Steve Lalanne	Pismo Dune Rides		STDLALANNE@Yahoo.com	
Michael Egtep				
Jeff Wiederhoeft				
Stasha Tiller	Friends of Oceano Dunes		mestasha@gmail.com	
Anthony Andre	~~Offroader Ass.~~	9729 Edna Way Hanford CA 93230	Anthonyandre21@yahoo.com	Yes
Geauna Scheer	Four Wheel Drive Club Fresno	P.O. Box 8292 Fresno, CA 93747	geauna.Fresno4x4@outlook.com	Yes
Ileene Anderson	CBD	6660 S. Figueroa St., Los Angeles CA 90037	ianderson@biologicaldiversity.org	yes
Lorenie Truong				
Roger Rodriguez		12506 E Ashlan Ave	paylesstransmission@gmail.com	yes
AMY GRA	COEVA	1500 W. EL CAMINO #352 SACTO, CA 95833	granat.amy@gmail.com	YES.
Wayne Richardson	Fresno Sandpipers			
Michael Benitez	ATB Racing	614 N. Bethel	MichaelaBenitez@gmail.com	yes

PLEASE SIGN IN

NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
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Alex Lehnert	KMPH	5111 E Mckinley Ave - Fresno CA 93720		
John Dwelle	KMPH	" "		
Narvell Conner	Stewards SNF	238 W. Brier Circ Fresno 93711	narvell@att.net	Y
Jackie Hillhouse	4X4 CLUB	4186 S FRANKWOOD AVE SANGER CA 93657	623firecracker@gmail.com	Y
Paul Tillie	FOOD			
LARRY VARGAS	FOOD			
Ryan Choate	Four Wheel Drive club of Fresno	P.O. Box 8292 Fresno CA 93747	ryan.fresno4x4@outlook.com	Y
Michael Schneider				
Amy Melrose		12506 E. Ashlan Ave. Sanger, CA. 93657	amelrose29@yahoo.com	Y
Jeff Blewett	Cal4	3843 Hartvickson Ln Valley Springs 95252	ndnrc@cal4wheel.com	Yes
Travis Richardson	Sandpipers Buggy club	572 N Blythe Ave	Travis121585@aol.com	Yes
Aaron Gerber	OTB RACING	2771 Austin Clovis CA 93611	Lilgerber875@Hotmail.com	yes
Rob Mello		5222 E. Orleans CA 93727	—	Yes

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NAME	ORGANIZATION	MAILING ADDRESS	EMAIL	ADD NAME TO MAILING LIST? (Y/N)
Andrew Olson	Friends of Oceano	4001 E. Buckingham Way	olsonandrewa@yahoo.com	Y
JACOB ARTEAGA	FRIENDS OF OCEANO	2627 4th St.	arteaga.usmc@gmail.com	Y

ATTACHMENT C

Public Hearing Transcripts

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Table C-1: List of Speakers at Public Scoping Meetings – May 22-23, 2018		
Meeting	**Name**	**Representing (if any)**
Arroyo Grande	Nick LaLanne	Pismo Dune Riders
Arroyo Grande	Nick Alter	
Arroyo Grande	Jeff Edwards	
Arroyo Grande	Sara Fellbaum	
Arroyo Grande	Michael Bishop	
Arroyo Grande	Anthony Andre	
Arroyo Grande	Bill Knoff	Friends of Oceano Dunes
Arroyo Grande	Bonita Ernst	
Arroyo Grande	Tucker Max	
Arroyo Grande	Cynthia Replogle	Oceano Beach Community Association
Arroyo Grande	Rachelle Toti	
Arroyo Grande	Sean Hayes	
Arroyo Grande	Michael Young	
Arroyo Grande	Lyndi Love-Haning	
Arroyo Grande	Dustin Haning	
Arroyo Grande	Chris Juaregui	
Arroyo Grande	Andrew Christie	Sierra Club - San Luis Obispo Chapter
Arroyo Grande	Sam Saltoon	
Arroyo Grande	Mike Argentieri	
Arroyo Grande	Bob Cardona	
Arroyo Grande	Ginger Schenk	
Fresno	Nick LaLanne	Pismo Dune Riders
Fresno	Gene Schroeder	
Fresno	Steve LaLanne	
Fresno	Anthony Andre	
Fresno	Stasha Tiller	
Fresno	Narvell Conner	Stewards of the Sierra
Fresno	Rob Hunter	
Fresno	Ileene Anderson	Center for Biological Diversity
Fresno	Amy Granat	California Off-Road Vehicle Association
Fresno	Rob Hunter	
Fresno	Roger Rodriguez	

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CALIFORNIA STATE PARKS
THE NATURAL RESOURCES AGENCY
OFF-HIGHWAY MOTOR VEHICLE RECREATION DIVISION

OHV PUBLIC MEETING

(Public Comment Portion)

May 22, 2018
5:30 p.m. to 7:23 p.m.

Held at
South County Regional Center
800 W. Branch Street
Arroyo Grande, CA 93420

Reported by THRESHA SPENCER, CSR No. 11788

SCRIBE REPORTING & LEGAL COPYING
Certified Shorthand Reporters
2319 K Street, Suite 201
Sacramento, CA 95816

916-492-1010 **FAX 916-492-1222**

INDEX OF APPEARANCES

OHV DIVISION STAFF:

MAT FUZIE, Acting Deputy Director

AECOM CONSULTANTS:

MATT HERTEL
PETRA UNGER

OTHER OHV DIVISION STAFF AND REGISTERED VISITORS

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ACTING DEPUTY DIRECTOR FUZIE: I do want to clarify one thing, a good question that came to me before the presentation.

We're not only considering those eight projects. Those are eight projects we had heard about or were underway in the scoping process before we started this process.

So if you have other ideas, other projects you want us to consider, please comment on those or give us your information on that somewhere along the process, either in writing or give us that information tonight. I wanted to make that clear.

So our first three speakers are Nick Lalanne, Nick Alter, and Jeff Edwards.

NICK LALANNE: Is this on? It sounds like it. Thank you guys for being here with us. I represent the Pismo Dune Riders. We have well over 20,000 members and we're two years old. Although most of the members are off-roaders, Monday through Friday there's a lot of people that use that beach that do windsurfing, surfing, jet skiing, fishing, and so we think it is very imperative to maintain access to the beach through the Grand and Pier Avenues. Because, like I said, Monday through Friday, that's the majority of the people that are using the park.

And the day use access, you know, on big weekends and things like that, a lot of people vacation in the area and barbecue on the beach, driving their vehicles.

So those are kind of critical things that we want to make sure that we keep available. We do like the southern campground idea. I think that there's some opportunities there for off-road recreation, maybe look at a motocross track, farmlands are considerably different than dunes. So I think a Motocross track, possibly a four-wheel drive obstacle course, things like that to utilize all the land that you have would be a very good thing in that area.

There's a lot of use that goes on in the park, and when you move that entrance south, there's going to be people coming in from that area.

So I think it would also be a good idea to see kind of some of the areas open throughout that entrance kind of expanded. As we lose areas to the north for the dust mitigation, just kind of shuffle the off-road recreation areas that there are around so we can basically maintain the 1,500 acres that we have to ride and we don't just lose to the vegetation.

That's some of the stuff I'd like to see added to it. And, if we can, you're looking at that lodge,

possibly get an off-road access straight from that lodge into the dunes. I think that would be very beneficial for the off-roaders and the people using that and give them a place to actually sleep at night and stay at and be able to drive into the dunes. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Nick Alter, Jeff Edwards, and then Sara Fellbaum.

NICK ALTER: First, I would like to thank you for the public comments on scoping the EIR. It's very important that all voices be heard, especially those of the area residents who must live year round with all the environmental impacts.

As you may know, Oceano is a low-income community with relatively high unemployment rates within the County. And, in 2013, the County issued an Oceano Revitalization Plan based on an intensive and highly-interactive public process of engaged residents, including the public officials, community service organizations, and other stakeholders.

And this process yielded a vision and an implementation strategy to revitalize the Highway 1 and adjacent streets and public spaces. Among its chief aims were infrastructure and improvements and development opportunities to encourage investment and

support business that would meet the daily needs of Oceano residents.

While this plan has remained dormant since its issuance back in 2013, there has been renewed public interest in moving forward where the local leaders and planners are taking a look at possible next steps.

It has ramifications for possible Pier Avenue developments as well as for the southern staging area. So in developing the ERA, in scoping the ERA, I urge State Parks to stay in touch with the Oceano Community Service District and the County's long-range planning division about the possible impacts of the Public Works Plan on this initiative to revitalize Oceano. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Jeff Edwards, Sara Fellbaum, and Michael Bishop.

JEFF EDWARDS: Good evening all. My name is Jeff Edwards, and I'd like to thank Parks for convening this session. I'm hopeful that the Public Works Plan does realize the benefits to the ODSVRA.

I, too, am concerned about Oceano, and the fact is the community of Oceano has, for decades, incurred the majority of the impacts from the ODSVRA, yet has realized only a small fraction of the economic benefits overtime.

Currently, the primary access to the ODSVRA is at Pier Avenue, and the impacts to not only the vicinity of Pier Avenue but to the entire community include noise, dust, trek out -- sand trek out; that is, pedestrian and bike conflicts with vehicles, and other issues. Oceano has basically been a subservient to the ODSVRA for decades.

The original operating permit for the ODSVRA was approved by the Coastal Commission in 1982, and in that approval, special condition 1B, and I'll quote, "Provided a permanent staging area shall be selected as expeditiously as possible, but in no case later than 18 months from the effective date of the County's LUP certification."

It's hard to understand why the primary access remains at Pier Avenue. It's my hope and belief that the Public Works Plan can and should be the mechanism to establish a new access to the ODSVRA south of the Arroyo Grande Creek. Elimination of the creek crossing in this whole Public Works Plan is imperative in my view.

This department commissioned an Alternative Access Study in 2016, Condor Environmental Imperative. The problem with the alternative analysis is that it left Pier Avenue and Grand Avenue in as viable options,

and I think that's a mistake. Because clearly environmental impacts would be a lesser extent at those existing locations. So to have a real alternative access analysis, I think you need to exclude those locations.

Other options have included the Callender Road area, the Philips 66 location, and the horseback stables south of the creek in Oceano. A key factor to consider when looking at access points is the existence of the new U.S. 101 Willow Road interchange. This is a new interchange that provides a direct access from Highway 101 to Highway 1 at the coast.

Hopefully, the result of this changed access location will have the effect of limiting vehicle access at Pier Avenue, and what I would like to see, and if I could extend my remarks a little bit I would appreciate that. I'd like to see vehicle access limited day use between Pier Avenue and Grand Avenue, and no vehicle access south of Pier Avenue and between Pier Avenue and the creek.

And I will state and until vehicle access is limited to Pier Avenue, few private investment dollars will be deployed at Oceano to improve that community because that's how it's going to improve.

And I'll just close by saying that environmental

justice is a term you probably all have heard, and I would submit to you that environmental justice at Oceano is a case study in this connection. With the poverty level being what it is, and I will tell you that 100 percent of the students at Oceano Elementary School are on free or reduced lunches, that should tell you something about the composition of the community.

Thank you for the opportunity, and I'm looking forward to significant additions to the list you've already developed for projects.

ACTING DEPUTY DIRECTOR FUZIE: All right. Thank you, Jeff.

Sara Fellbaum. And if I could just remind everybody to keep the mic close to their mouths so that we capture all of the statements. Thank you.

SARA FELLBAUM: Hi. My name is Sara Fellbaum, and I am here because I enjoy riding my horse on River Beach. And in order to continue riding horses on the beach, it's really important for us, like the equestrian community overall, to be able to park our horse trailers somewhere close. And there's been a -- I don't know if the lot has been completely approved yet, but it goes right where our equestrian parking is. And I just want to make sure that you keep that promise that we have horse trailer parking, because there's a

really big community of people who want to park there and want to ride their horses on the beach.

It's been a part of the community for quite some time. My friends and family, I'm here on behalf of my mom as well, she couldn't make it tonight, so I just wanted to make sure that you guys knew that there's a lot of people who like to ride, and I know there was parking that was -- they talked about putting it across the street because of the lodge, but I think that got shot down. So, hopefully, you guys can find a good place for us to park instead, somewhere close, but not too close to the dune riders because that's not great for horses. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you, Sara.

Michael Bishop, Anthony Andre, and then Bill Knoff.

MICHEL BISHOP: Hi, I've been before this board a few times. I think the Oso Flaco entrance is just a breath of fresh air. It is a great idea.

I used Oso Flaco from '67 to '82 when it got closed by the Coastal Commission, basically, and I was on the OHV Commission when we tried to look for all different alternative entrances, and we couldn't come with anything that would fill the bill and provide for that number of people with that -- Callender Road

didn't work. I mean, they just were logistically impossible.

Oso Flaco is absolutely the best idea because you can get the people that park on the beach sacrifice their motorhomes to park out there. That salt air destroys them. And when in '82 I was doing the Pismo Dune Patrol, I had 100 members who were volunteers, so we had to move to Oso Flaco up to on the beach, and our stuff got wrecked. We ended up going to Moy Mel. That's an ancient -- that's when the dunes were to get out of the wind, and you're going to find a whole new demographic using Pismo with Oso Flaco. You don't have to let air out of your tires to your motorhome. Your motorhome is not going to get ruined in the salt air, and your kids can -- it was the most amazing camp spot. And so I used it for 15 years, and bringing that back would be absolutely awesome. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Anthony Andre, then Bill Knoff, and Bonita Ernst.

ANTHONY ANDRE: Good evening, everybody. My name is Anthony Andre. I do not belong to an organization. I'm an OHV recreational user. The one thing I want to say is don't sell out the OHV fees. I pay fees on my vehicles, $364 a year. Those fees go to

safeguarding a place to ride today and tomorrow. If you're going to close the park for vegetation, I would like to see trails through the vegetation. Everybody out there is respectful of the fencing. I have not seen personally vehicles go across the fence lines.

Another thing is if you're going to find another entrance, make it past the creek, because I hate going through water with my $70,000 vehicle. And then also if you're going to do that, move the bird nesting for seasonal down -- hold on. Before you start making remarks -- move the bird nesting to Pole 1 and 2 past -- or before the entrance so that way we have that part of the park open. You can still fence off vegetation out there, but then you're going to give us the riding area so we can still operate with 1,500 acres of riding.

Another one is I'd like to see kind of a push or a parking line, because when high tide comes in, everybody has got their campers or their vehicles for the rental companies all up against the waterfront, and it makes it really difficult for not only users of the park but also for emergency vehicles trying to get through that mess, and it's also a dangerous situation for kids and people and everybody.

You know, and if you're going to go to Oso

Flaco, I would like to recommend maybe a day use parking area. I know Oregon Dunes has a couple of different parking areas that's for day use only. They unload their vehicles from the trailer, go out riding the dunes, come back, load up. And that way they're not in the park itself, but they have access to the park and don't have to air down, get stuck, get in the way of everything else. With 34 seconds to go, I just want to say thanks for listening to the public comment.

ACTING DEPUTY DIRECTOR FUZIE: All right. Thank you. Just two reminders: One, if I get your name wrong, please correct it on the mic. And the other is let's respect everybody's comments, and just let's make our comments and let them be. Thank you.

BILL KNOFF: Good evening. My name is Bill Knoff, and I am a member of the board of directors of the Friends of Oceano Dunes. In addition, I am a State Parks volunteer at the ODSVRA and have been for a good ten years.

I've been bringing my family here to the dunes since the 1980s. Back then we had 15,000 acres to ride on, now we have 1,500, and we don't want to lose any more.

I ask that you get more proactive on growing the park. You act fast to close areas but are very slow to

open additional areas to compensate. We ask that you speed up that process to open areas so our riding areas don't continually shrink.

Now, my wife wanted me to mention her desire to keep the camping on the beach as much as it is today with tents, RVs, toy haulers, because it is her favorite place to camp in the world, and we come here six to seven times a year from Southern California.

I do want to thank you for taking the time to listen to the users of the ODSVRA and including riders as stakeholders in this process. The Friends of Oceano Dunes want to work with you. All we want is no net loss of riding areas.

If you take three acres, open up three acres, and we don't want to lose any more riding area. Thank you for your time.

ACTING DEPUTY DIRECTOR FUZIE: Thank you. Bonita Ernst, then Tucker Max, and then Cynthia Replogle.

BONITA ERNST: Thank you for allowing me to speak. I did bring some photos, but I guess they'll be part of my packet because they're kind of important.

First, I would like to address the PWP plant as it relates to my town of Oceano where I lived and owned a home for nearly two decades. I was going to read

from Senate Bill 249, but you probably know what that means, and it basically says you need to be responsible to the adjacent landowners.

I first ask that State Parks work with the community of Oceano, the County of San Louis Obispo, and our Oceano Revitalization Plan. You ask what I would like for the park's plan.

At the top of the list for Oceano, I request Pier and Grand Avenue cease being used as vehicle entrances. To be clear, I am not asking for the off-road vehicle riding area to be located -- to be closed. The recent abatement orders should address making it smaller or larger or all that stuff.

The traffic, the noise, the trash, the number and size of the vehicles have increased exponentially over the years and offer no benefit and only big problems to our community.

The temporary entrance has been a disaster for Pier Avenue. While few ATVs -- while there are a few ATV-related businesses, one owned by a company in Las Vegas and a liquor store, they appear to be doing okay. The vast majority of Pier Avenue has empty lots, abandoned buildings, and for sale signs.

Prime California oceanfront real estate with economic opportunity zone tax incentives have no

buyers. Empty lots have no businesses. Abandoned restaurants and homes sit and rot.

7,000 Oceano residents have only one small park and no safe beach. The Arroyo Grande Creek Crossing is just as illegal now as it has been for the past 20 years. Using Pier Avenue as an entrance to the dunes holds our community hostage. Keep the off-road vehicle activity in the dunes if you wish, but please spare our town of Oceano from being the gateway to this new plan.

On a personal note, I have opened my home to Airbnb guests for two years now. I get people from all over the world, probably 200 or more in that time. And, out of that, four have they expressed an interest to ride off-road vehicles. The great vast majority go to Pismo Beach where there are no cars to rest and relax. We are losing a lot of revenue by not having that available.

I wanted to end on one photo, and I wish I could show it to everybody because it was in the paper yesterday, and it shows Pismo Beach just named -- "USA Today named Pismo Beach one of the best coastal towns in America. Oceano declared economic opportunity zone because of poverty," and where is the line drawn? Between where the cars are and where the cars are not.

ACTING DEPUTY DIRECTOR FUZIE: Okay. Thank you. Make sure we get all your comments so that we can put them in the record.

BONITA ERNST: Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Tucker Max.

TUCKER MAX: I have no comments right now. We'll reach out via email.

ACTING DEPUTY DIRECTOR FUZIE: Thank you. Do you want me to hold this until later?

TUCKER MAX: No.

ACTING DEPUTY DIRECTOR FUZIE: Okay. Thank you.

Cynthia Replogle, then Rachelle Toti, then Sean Hayes.

CYNTHIA REPLOGLE: Hi, I'm Cynthia Replogle. I'm the president of the Oceano Beach Community Association. And you asked what people like to do at the beach. What I like to do at the beach is walk my dog, watch the sunset, surf. I also like to bike to the beach, and I live in Oceano, about a mile and a half from the beach, but I can't do any of those things in my community. I have to drive to Pismo Beach. Why? Because it's unsafe. Pier Avenue is very unfriendly to bicyclists and pedestrians. It's dangerous with all the big trucks driving through there.

There are no bike racks. I asked at the State

Park kiosk where I could lock up my bike, and they say, "Mmm, I don't know."

It's also unpleasant with all the traffic, the trash, the noise, and the pollution, both on Pier Avenue and on the beach where the cars are driving.

Residents and visitors who want a quiet enjoyment of our coast have to go elsewhere. The Oceano Beach Community Association would like to see no motor vehicles on the beach north of Arroyo Grande Creek, and we would like closure of Pier and Grand Avenue entrances to motor vehicles. This would address the environmental issues of creek crossing by motor vehicle, and it would also reclaim Pier Avenue for pedestrian-friendly uses, which we would be able to attract shops and restaurants and revitalize that area. This won't happen with all the current truck traffic that's accessing the sand highway to the off-road riding area to the south.

We would like you to give Oceano a safe beach to enjoy for non-motorized recreation. This would also offer State Park the opportunity to develop high-quality recreation not related to motor vehicles in support of the State Parks' mission.

I do appreciate your plan to extend the boardwalk between Grand Avenue and Pier Avenue, but

it's not enough. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you, Cynthia. I will get your name right next time.

Rachelle Toti, Sean Hayes, and then Michael Young.

RACHELLE TOTI: Hello, Rachelle Toti. I have a list of comments here that I would like you to take into consideration, and the first is when you're developing this plan, you need to bring the park into compliance with the CDP provisions and with the local coastal plan, which designates in Figure 4 a large portion called La Grande Track as buffered area. You need to protect the natural resources, designate a beach area for Oceano residents, explore adding more camping area near 22nd Street and those stables.

I think you need more camping area in a lot of areas. A bicycle path to the beach from Highway 1 is recommended during that revitalization plan, I like that. I think a second horse staging area would be a good idea too, maybe a southern staging area and the Grand Avenue staging area. I'm sorry to hear if that -- that lodge is not going to go in because I was looking forward to that.

I think in the SVRA a children's riding area would be a good idea, somewhere either in the Oceano

area or the Pismo Beach area, a water feature like a pool or a small fountain that children can go to and play in, maybe more beach swing apparatus, which I have seen in Pismo, but I've not seen anywhere else.

I think it would be great to have tours at the archeological sites out there. I've seen this in Florida where they have a raised path around the archeological sites.

Also, a platform and locations for birding, because this is a birding area -- big birding area.

We need more off-beach parking for visitors to walk in, because what I've observed at Grand Avenue is people drive in and park right there. If they had more parking on Grand Avenue, maybe that's where the lodge -- well, maybe more parking. There would not be parking on the beach. They're actually using the beach as the parking lot, just so you're aware.

And the last thing is stop driving through the Arroyo Grande Creek, so I recommended that they use a bridge when it is flowing through, but I agree with the other folks who say another entrance that would, you know, avoid that altogether maybe with a bridge over it, something like that, that would be beneficial. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you,

Rachelle.

Sean Hayes, Michael Young, Lyndi Love-Haning.

SEAN HAYES: Hi, my name is Sean Hayes, and at the previous listening session I was the one that presented the large list of ideas, including solar lights in the bathrooms. Since I had that list already submitted to you guys, I don't have a whole lot to say this time around, but one of two things I would like to bring up is we're in need of more dumpsters in the dunes. The current dumpster location is only north of Pole 2, so it's unaccessible by off-road vehicles. We should have some by several of the bathrooms as well as near each of the entrances.

The other thing is since the dunes are constantly shifting and changing, as I'm sure you guys are aware, you have fences that are in a fine location one day, but a few weeks later, you know, they're hanging off or they're in a dangerous location, like you may come up over something and you hit a fence that you couldn't see. We should have something that makes it easy to move fences if it becomes a hazard so that we can correct situations like that frequently out in the dunes. And I think that's it. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you, Sean. Since you did bring up a public safety issue, I just

want to remind everybody that if you do come across an unsafe situation like that, please get the coordinates and let us know, and we will get out there quickly and take care of it.

Michael Young, Lyndi Love-Haning, and Dustin Haning.

MICHAEL YOUNG: Thank you. My name is Michael Young. I'm a resident of Nipomo. Within the CWPDF project description on page 3 in the notice of preparation, there is a partial list of considerations that would be included, and the list understandably includes proposed activities and facilities that are modified.

But quite conspicuous by its absence, however, are any mention of activities or actions by State Parks past, present, or future intended to police or administer or otherwise ensure that the activities within the parks comply with existing requirements for the health, safety, and welfare of visitors and neighbors, especially with respect to conditions such as clean air, vehicle operation, or preservation of resources such as animal habitat, cultural resources, biological resources.

It's one thing to mention these in the EIR starting with today as a baseline and going forward,

but you could easily go back and inquire of many agencies about what has happened in the past to get a more accurate description of what has happened and make quite a catalogue of the failure of State Parks that even comply with existing agreements that they've already entered into and have ignored serially for nearly 35 years.

It should be much -- I won't even go over all of these, but you can inquire of the U.S. Fish & Wildlife Service, the ADCD, of course. The original agreement, by the way, to operating the La Grande Track has been void for, what, five years now or more? There absolutely is no agreement whatsoever to use the La Grande Track.

You also ought to inquire of the hospitals and other health safety officials within the community, police, fire, and certainly the hospitals to find out what the conditions are out there, because it's failure to take care of the visitors and to police things like speeding and other behaviors out in the park have been detrimental.

Now, let me take this last moment to talk about the southern entrance. The southern entrance sounds like a good idea. If you've driven down Oso Flaco Road, you know it's an extremely narrow road. It's got

a very high crown, it has very deep ditches on either side with SUVs and RVs now allowed 104 inches wide. Two of them passing side by side creates a very dangerous situation, so I expect you're going to have to widen that road to make significant improvements there. There's a crossing of the railroad there that needs to be addressed. And most importantly, it seems to me, by creating additional dust and activity down there, you're going to jeopardize the one and only ambient air quality facility we had, which was willfully removed by State Parks in violation of the law, and it's since been replaced.

You're going to be compromising that as an ambient air quality monitoring station with -- its developed activity adjacent to it, so there has to be more monitoring stations the length and the breadth of the park, if that one is to be compromised by any additional activity down there. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you, Michael.

I want to remind everybody to be respectful of everybody's comments whether you agree or disagree.

Lyndi Love-Haning, Dustin Haning, Chris Jauregui.

LYNDI LOVE-HANING: Good evening. My name is

Lyndi Love-Haning. Thanks for having us all here today, including public comment and the PWP process. I think it's been mentioned before, maybe in Sean's list, but I just want to reiterate that at all entrances if there's three entrances, one entrance, whatever it is, we'd love to see a fast-pass type of lane for annual pass holders in that I think Caltrans, especially if you are going to a southern entrance, would appreciate that, getting rid of any sort of backup of traffic which can happen at the entrances. I'm a Nipomo Mesa resident. I'll say I love the idea of a southern entrance. It puts it closer to my house, so win for me.

Regarding the boardwalk project. I'm looking at the map, and I can't quite tell if it goes just between the two entrances or if it's planning to go all the way to the pier, but I think that would be great for the residents of Oceano/Pismo to be able to walk from Oceano down to the pier. I think that would be great for the community.

I'd like to see that boardwalk be walkable, bikeable, and skateable, and ADA friendly. Oso Flaco is great. I walk it often, but it's designed for walking only, so I think that's important to make sure that all types of recreation can be on that boardwalk

and it's laned appropriately. And I'd like to see it dog friendly as well with dog waste stations, and I'd also like to see dog waste stations more prominent throughout the areas of the park.

I'd love to see destination locations in the OHV area, barbecue and picnic areas in the middle of the OHV area that you can ride to and congregate and have a good time out there. Most importantly, I want to make sure that the PWP includes a Trail Management Plan, because, inevitably, we're going to be talking about Oregon dune-like trails because they offer a unique OHV experience, and we need to make sure there's a plan in place for signage, mapping of the trail system. I'd love to see trail reading signs, green circles, blue squares, et cetera, that is internationally known. I think all signage needs to be in Spanish and English. I think that's important in any area of the park. And I'm sure it's not a secret, I'd like to preserve OHV activity within the park.

I saw review of intensity earlier there on the deck when you were presenting, and I'd like to make sure that OHV and camping intensity either be maintained as it is now or increase as part of the PWP. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you, Lyndi.

Dustin Haning, Chris Juaregui, Andrew Christie.

DUSTIN HANING: Hi, I'm Dustin Haning, a Nipomo Mesa resident also.

I would like to see the camping ground be full hook-ups with access to the dunes, riding for OHV, and also if people want to take their campers through, I'd like access for the campers to get access for the camping also.

In the new area that you guys make, I'd like to see an MX track or a motocross track, a kids track in that area, and also a flat track for kids if it's possible.

I would like to see solar lighting on all the markers, solar lighting on the bathrooms as previously mentioned. I'd like to see a trail system from Oceano to Pismo, whether it's oceanfront or through the vegetation.

I'd like to have a kids park inside the OHV area with a walking path access from Oceano or a pier, and then close to the kids park, also a 5- to 10-acre kids area that is limited by CCs of the vehicle for them to ride in their own area. Learn to ride and then also build a recreation area at the park that would be built.

I'd like there to be more trash bins, one

preferably between Pier and Grand, and then an extra one at Pole 2 where we have now, because it seems like it fills up pretty quick.

And that's all I'd say today. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you.

Chris Jauregui, Andrew Christie, and then Sam Saltoon.

CHRIS JUAREGUI: My name is Chris Juaregui. I'm a Nipomo resident. First of all, I want to thank State Parks for working so hard and inviting us here to listen to us. Everybody on the beach that you guys employ are solid, they work hard for the safety and protection of others.

First of all, I want to make sure that the accesses fall and no net loss and adaptive land management is key. It's obvious here that you heard from the residents from Oceano, from everybody else, a southern access has to be dealt with. You have to move faster. You have to -- this is the time to take action, and there's multiple concerns with the southern access, especially with the shift in the economy. The residents have to understand a shift in the economy will happen if a southern access is developed.

I'm all for it because it's going to involve safety for the park users. It's going to increase fire

response from the Mesa, ambulance -- another route for ambulance. And that's another thing, a stipulated abatement order. We have to make sure when it's enacted we maintain safety for emergency vehicles. That has to be maintained.

It's a volunteer patrol. Several years ago I joined it. I did my ride-alongs, I did the safety course, and the equipment that you have and provided was -- always had dead batteries. It was always rough to find somebody to come unlock the bend, and I eventually just got unmotivated. That has to be attended to. We have to look into it. There's plenty of people out there that will volunteer for it. I think there needs to be money for new equipment for it, and I think there could be a good push to get those volunteer patrols out there.

The fence line encroachment, we have to make sure we maintain the encroachment. As the brush comes in, we have to figure out a way to maintain the fence line that's equal for the riders out there on the beach so we don't get encroached upon.

The lodge. If the lodge does not go through, I would like to see an event center. Event center for the horses, event center for the Boy Scouts, anybody could rent it. Fundraisers for multiple programs would

be great, and then wind monitoring.

We understand that we have to maintain the dust monitoring so we know the truth of the information out there. We have to get the facts on the State side to make sure that we are not being pushed over by other agencies. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Andrew Christie, Sam Saltoon, and then Michael Argentieri.

MICHAEL ARGENTIERI: Argentieri (pronouncing).

ACTING DEPUTY DIRECTOR FUZIE: Thank you.

ANDREW CHRISTIE: Good evening. I'm Andrew Christie, the director of the San Luis Chapter of the Sierra Club, representing 3,000 Sierra Club members in the San Luis Obispo County who live, work, and recreate in this area.

We will be filing specific comments on the scope of the Public Works Plan and the EIR prior to June 9th. I will speak tonight on the vision and regulatory reality that should inform that plan.

As environmental science and law have evolved, it becomes clear over three decades of chronic noncompliance with your Coastal Benevolent Permit that you can't continue operating a State Vehicular Recreation Area and an environmentally-sensitive culpable habitat in the way that you have been and

legislation from Sacramento, it's no surprise that you hit upon a Public Works Program.

Once your program is approved, all that is required is notification of the Coastal Commission that you plan to undertake any of the actions or projects it contains in any way you may wish, and the commission will have nothing to say.

Essentially, a Public Works Program is a way to remove the Coastal Commission from ongoing regulatory oversight of the ODSVRA. We can see the attraction in finally rendering your off-road playground to oversight, but your Public Works Program must be consistent with the Local Coastal Plan, and the LCP clearly states the La Grande Track is a buffer from the riding area. That designation must be included in the Public Works Program, taking La Grande Track off the table as a current riding area or future riding extension area. Thus, we suggest that it's time to let go of the past, and a Public Works Program should do what you say you want to do, re-imagine your management of the SVRA and point forward a different vision of permitted vehicular recreation there.

Your PWP should convert the park to passive use, lower cost, visitor serving, and recreation, which is to say the future of the ODSVRA is limited car camping.

The fire balls at Yosemite have been terminated. Dynamite fishing and bear baiting are relics of the past. It is time to conform to environmental laws as they have evolved since the park was designated so that the park does not keep crushing endangered species and killing people and giving us the distinction of the worst air quality in the nation.

Read the writing in the sand and take this opportunity to gracefully transition vehicular recreation in the park to car camping only. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you.

Sam Saltoon, Mike Argentieri, Bob Cardona.

SAM SALTOON: Thank you. I appreciate the magnitude of the undertaking you have here and how much effort you put into it to get this far.

So I want to talk a little bit about the multiple uses that you're envisioning for the park, and I think that's really terrific. It's important that the intersection of uses that are incompatible be clear.

For example, at the southern end of the park with a campground and an access for off-road vehicles, there's also a large number of people that like to use Oso Flaco to walk to the beach, to fish off the beach, bring their families there, and so forth. There's a

walkway down there that's quite nice, that could be improved, and there's a parking area there that needs to be designated for those people that are going to that area.

Mr. Young spoke about the condition of the road, Oso Flaco Road, I'm sure you know that, but let me add a couple of things to what he said.

First of all, the Oso Flaco Road is dangerous. My son saw a car launched over the rise where if you're not sure where the railroad tracks cross, you can actually launch your car into the air, went into the ditch, and there was a fatality as a result of that.

So that's going to be important to look at that road and the ditches on each side. One of the things that Mr. Young didn't say was that a lot of the agricultural fields around there use that road, and often times there's a lot of mud on the road and some kind of access for the agriculture needs to be thought of, but probably most importantly the intersection of Oso Flaco Road and Highway 1 can be very dangerous. Cars come along there very quickly. If you're going to turn right, particularly turn left, but also turn right, you have to pick up speed pretty quickly in order to get into the traffic zone.

So that intersection needs to be looked at

carefully if you want to keep the project safe. I don't know whether -- I'm not saying whether the campground at the southern end is a good idea or a bad idea, but if it's done, it needs to be done safely. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you.

Mike Argentieri, then Bob Cardona, and Ginger Schenk. I think I tried it three different ways, so tell me the correct way.

MIKE ARGENTIERI: Mike Argentieri.

There's 2 million people that enjoy this area. How can we deny that? I've met people all over the world out there enjoying our little piece of heaven. I want people to come here from all over the world still. I met people from England, France, everywhere, Belgium down there. People come to see this. We should have access. Not everybody can walk, some people need to drive out there, we should have access for all people. Like the horse people, they should be able to have access to ride their horses on there. If I want to drive out there and -- my uncle, he couldn't walk around. He wanted to see the dunes. I'm like, "All right, Uncle Craig, I'll drive you out there and show you what it looks like."

You know, why should -- like I said, I've been

going out there for 35 years. My kids have grown up going out there. It's a beautiful thing. Like I said, I've met all kinds of people out there, enjoyed myself, and there's a clear thing that people want to do that. Two million people want to do that. You know, I like the idea of having more access for more people, and I don't want to lose any more because we've got too many people coming here. Why should we make it smaller? We have two million people come here.

Why can't we make it -- have as much as 1,500 acres -- we've had a lot more. I've been going there for 35 years. We had a lot more area, and you keep making it smaller and smaller. And there's still people wanting to come here. And there's business, and people come, and I don't know about -- they do buy things, eat here, travel here. This is a major draw.

I don't understand why -- people hate Disneyland, a million people go to Disneyland. The noise, traffic. When you've got two million people show up at -- over to Yosemite, people go over to Yosemite. "Wow, look at all that." Should we close Yosemite because people want to go there? People -- the same thing. People want to go to the sand dunes. Oh, we shouldn't let people go to Yosemite because it is a beautiful place. That's why you want people to go

through. People want to come see our beautiful beach. Why should we shut it down because some people say they don't like it? It's too noisy, too much traffic, or everything else. Why should -- I don't know.

Like I said, it's a beautiful place, people from all over the world come and see it, and I'm going to enjoy it, and I want to enjoy it with them.

ACTING DEPUTY DIRECTOR FUZIE: Thank you, Michael.

Bob Cardona.

BOB CARDONA: Ladies and gentlemen, thank you for having an open conversation with us. The residents, even though I am from Santa Maria/Guadalupe, Oceano is very close to my heart.

I grew up in this whole area. As I mentioned, I told you before that I've been going out there since the early fifties, and this means that my kids, their children have all grown up because they enjoy our Oceano Dunes very much.

I, like many people, have said as well that I would like to see you expand the UC -- the park area for OHV. I think we should put this negativity about closing it off. We've gone through this whole scenario about environmentally friendly and which chemicals are actually affecting the lungs and the breathing and

everything else. Certainly -- I was in the Philippines, and, do you know what? This is an area that there is no emission control. People that have got problems, they've got it there, excuse me though they're lovely people, they're very good people, very friendly, and I'm glad things are being looked at, but this is like the third major time that we have gotten into this struggle.

So many of the club members that I recognize myself, they're tired of the battle. But we can't afford to get tired of the battle because I spent probably a total of maybe five to six weeks camped in the Oceano Dunes, and I only go maybe a couple hundred yards off the beach line because I don't want to walk too far to get out there and cast my poles into the water. And so please keep that in mind. You know, we have gone through this struggle so many times, and, of course, I do respect the environmentalists, the gentleman that gets up here and talks about that. And another thing here too, I've got a question for you.

Why have I not yet read and nobody speaks to letting the Santa Maria/Guadalupe Beach area, why can't we drive straight there like we used to do in the old days? I know we've got another river to cross, but I always -- as I mentioned before, that's another access

point.

Because, in reality, for vehicles, not my motorhome that I take to the beach, but that's too long a haul for me, but I may end up down toward Muscle Rock if I need to get down there, and I'll do it. Because sometimes if my vehicles can't make it down there, I'll just bite my tongue, and my wife and I will sleep in back.

So, please, I don't know why we have this complication with -- the struggle with Santa Barbara County and being able to utilize that as a beach access, because all these big trucks that -- your comments about with all this noise and everything, those trucks will be happy to go down there during a low tide. Who cares? They don't mind. You know, to them it's just salty water. Well, after they get it off the beach, they take it to the car wash to clean it up.

So please keep that access and entranceway also available and keep that in the forethought of your minds. I want to thank you, once again, and, hopefully, you will not restrict us anymore. Just make the park bigger. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: Thank you. Our last commenter, Ginger Schenk, and if you want to still

fill out any comment cards, this is our last commenter, so you'll have three minutes.

GINGER SCHENK: Hi there, my name is Ginger Schenk. I own a home in Rio Grande and two businesses in River Beach. I've been using the park since I moved here in '88. One of my favorite things to do by far anywhere. I think a southern entrance is a win-win. I think it will help eliminate dust for the people that are having a problem with that. I really, really just beg State Parks, so please just don't take away any more acreage of that park. It's already too small.

I mean, just every ten acres is so noticeable to us who go out there, and it's -- to me it's devastating. And the economic impact, as we all know, is just huge.

I think people talking about wanting to close Pier Avenue and Grand Avenue, I just think that's such a shame. I know Oceano is not doing well, but State Parks has provided hundreds of thousands of people through Oceano, and it's a shame that Oceano is the one not capturing the income.

You close Pier Avenue, Oceano is going to be ten times worse. And I think State Parks has done a great job of trying to get the people there. I mean, look, we're looking at two million people a year. It's

phenomenal. And, also, closing those entrances is really going to hurt the handicapped people that go. I have a friend personally that goes seven days a week and loves his little drive between Pier Avenue and Grand Avenue. I mean, he lives for that, that's what he does.

For people not happy with the, you know, not having the peaceful beach, you can go over anywhere on the West Coast of the United States. I think we're so lucky to have this unique variety of activities here at the park and the Economic Impact Report.

The biggest thing I took from that is the list of recreational opportunities in one area. I just -- it's phenomenal to me that we have that. If people want to go hiking and have a peaceful place, they've got it. If you don't like the OHV area, you don't have to go there. I'm not trying to close your hiking area because I want to open it up to OHV. I think their balance is good.

The conference center area, I think it would be great if we could make a staging area for the horse trailers and the OHVers to actually have a place for them to park, to be able to air down and air up and all that. You know, I do get sometimes when they're parked in front of the houses on Pier Avenue, that can be a

nuisance. So if we can provide somewhere for them to go, that would be great. That's it. Thank you.

ACTING DEPUTY DIRECTOR FUZIE: All right. Thank you, everybody. California State Parks really appreciates the input, and we look forward to your continued participation in this process, and I'll turn it back to our consultant to wrap it up.

PETRA UNGER: Yeah, thank you. Thank you for coming, for giving your input. Please do encourage others that, you know, have input to provide it as well through one of the many meetings we are providing.

Like I said, tomorrow evening, same meeting, same format in Fresno, so we'll be getting input there as well. And we hope you sign up to get those updates and stay involved in the planning process and come back to see us at another meeting. So thank you very much for your time.

(Applause.)

(Meeting adjourned at 7:23 p.m.)

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REPORTER'S CERTIFICATE

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STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

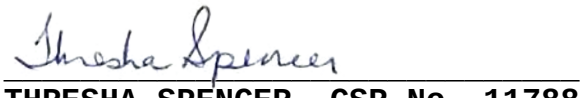
I, THRESHA SPENCER, a Certified Shorthand Reporter in and for the State of California, duly commissioned and a disinterested person, certify:

That the foregoing transcript was taken before me at the time and place herein set forth;

That the statements of all parties made at the time of the proceeding were recorded stenographically by me to the best of my ability and thereafter transcribed into typewriting;

That the foregoing transcript is a record of the statements of all parties made at the time of the proceeding.

IN WITNESS WHEREOF, I subscribe my name on this 19th day of June, 2018.



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CALIFORNIA STATE PARKS
THE NATURAL RESOURCES AGENCY
OFF-HIGHWAY MOTOR VEHICLE RECREATION DIVISION

OHV PUBLIC MEETING

(Public Comment Portion)

May 23, 2018
5:30 p.m. to 6:52 p.m.

Held at
Radisson Hotel Fresno Conference Center
1055 Van Ness Avenue
Fresno, CA 93721

CERTIFIED

Reported by THRESHA SPENCER, CSR No. 11788

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INDEX OF APPEARANCES

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AECOM CONSULTANTS:

JIM NEWLAND, DPR Project Manager
MATT HERTEL
PETRA UNGER

OTHER OHV DIVISION STAFF AND REGISTERED VISITORS

--o0o

18:22:21

18:22:22 JIM NEWLAND: All right. Well, thanks all. As you've heard from both Matts, we're going to provide you with three minutes. There will be no ceding of time to other folks. We want to hear from everyone who wants to speak, and I think it goes without speaking to be respectful of anybody's comments, whether you agree or disagree. No cheering, no boos, no grumps.

We just want to hear everything that you have to say and give us some ideas of what you think that this plan should include and any environmental issues that might you think we might need to address.

All right. So I'll just read off the first name, and then the second person who is up next to keep us moving.

So first we have Nick Lalanne followed by Gene Schroeder.

NICK LALANNE: Okay. So this probably going to be my most productive comment session that I've done with you guys. I think you know who I am and who I represent. We've mentioned the MX track in that camping area, by Oso Flaco, and the 4-wheel drive obstacle course. I think that enhances the park overall and the people who enjoy using the park.

I think you need to implement a one-to-one ratio. If you take an acre, you need to open another

acre back, but I think off-roader input on where that acreage is should be highly valuable, so that way we get good or equivalent dune usage, you know, we would like to see bigger dunes probably toward the back for most people.

In the park we'd like to see riding destinations. We like to ride to places, and the park doesn't really have that available. So one of the ideas that I have is you guys have a finger of property you own south of Oso Flaco that's inaccessible, possibly making a road or a trail going to that. Even if the area -- you can't ride back there is big, it would just need to go to a new spot.

I think in the plan you need to write in there that you will attempt to purchase any property that touches your park in any place expanding the park even if it's not area that we can ride, I think it is still valuable for California State Parks.

You need to look at getting straight freeway access from 101 and the road directly to where the new campground will be placed, along with working with the county or any cities that you would need to to have proper zoning in those areas so that way infrastructure can be built up along that road that would support the off-roading community such as a gas station or possible

off-road storage or the rental companies.

I think in your campground that you have that you want to build in the Oso Flaco area, I think group camp spots would also be good. People like to camp together, so if you have a big open area that you can fit five, six trailers in, you know, they could rent out that section all for the group of people that they currently camp with and just be able to do it back in that area.

If we're looking at the Oso Flaco entrance, to be able to bring a vehicle onto the beach isn't really available, so you'd have to build a road from there -- from Oso Flaco to the beach. This would also allow people to access the southern section of the beach because you couldn't take a truck and trailer through the dunes to get there. It would alleviate some of the congestion going through Pier and Grand Avenue.

And again, like I said, a trail system throughout the dunes that gives us destinations to ride to, picnic tables, swing sets or playgrounds that we can ride to in that campground, you know, possibly a restaurant or something of that sort, you know, or close enough that we could ride our off-road vehicles to so we don't always have to get into our street legal vehicle and drive into town. I think all those things

would be beneficial to the park. Thank you.

JIM NEWLAND: Can I ask you to speak your name so we get it right for the record?

NICK LALANNE: My name is Nick Lalanne, and I'm with the Pismo Dune Riders.

JIM NEWLAND: Thank you very much. And I'll just ask everybody else, if they could -- in case I butcher your name especially -- but to just say your name. And if you represent yourself or a group, we'd appreciate that for the record.

So we have Gene Schroeder, and Steve Lalanne after.

GENE SCHROEDER: Hello, my name is Gene Schroeder, and my family and friends have been recreating and camping on the dunes for over 46 years. I have witnessed generations of family grow up there, and the memories that they've made -- all of us have found fond memories of special places we have enjoyed with family and friends. Oceano Dunes is one of those places.

And as part of the fabric of who we are, our friends and families, we camp together, we're together in the evening, we ride together, and that's a special -- it's a special meaning to all of us.

Over the years I have witnessed our riding areas

18:27:40 go from 15,000 acres to a mere 1,500 acres, a shell of
18:27:45 its former glory days. We need to reopen more dunes
18:27:49 and dune access.
18:27:55 Now is the time to reopen the southern Oso Flaco
18:27:59 entrance to the dunes by building a state-of-the-art RV
18:28:03 park with full hookups and dune access. I have camped
18:28:08 in that southern Oso Flaco campground years ago, and it
18:28:12 was a welcomed camping area for those who didn't want
18:28:15 to cross the creek, deal with the tide and wind.
18:28:18 This is a win-win situation for all the
18:28:22 stakeholders involved. None of the off-road community
18:28:26 wants to be a burden to the local community accessing
18:28:29 the beach on Pier and Grand Avenue. Just think how a
18:28:33 southern campground and entrance would impact the
18:28:36 traffic on these current entrances. Reduce traffic,
18:28:41 reduce noise, reduce pre-crossings sounds like a plan
18:28:45 to me.
18:28:45 I join with thousands of others in calling for
18:28:48 the increase in the riding and recreation acreage
18:28:51 available to the public. Along with the increased
18:28:56 camping pass -- increased camping passes should go from
18:29:01 1,000 to 1,500. This would generate -- would generate
18:29:04 much needed income. Too much of our riding acreage has
18:29:11 been lost over the years. It is time to reverse the
18:29:14 curse and rebuild access for all. Thank you.

18:29:18 JIM NEWLAND: Thank you. Next we have Steve
18:29:21 Lalanne followed by Anthony Andre.
18:29:36 STEVE LALANNE: I'm Steve Lalanne. I've been --
18:29:41 my first beach buggy was built in 1962, so I've been
18:29:44 there doing the whole length of it. I gave up on the
18:29:47 dunes because of the closures, and I quit going until
18:29:51 Nick started doing his thing, and I really went out
18:29:54 there and enjoyed it.
18:29:55 And I appreciate that the parks have kept it
18:29:58 open, because I would have bet you money in the '80s we
18:30:01 would have lost the entire beach.
18:30:04 The rest of my comment is one thing. Earlier
18:30:06 we're talking to your officials here, and your idea of
18:30:10 the back of the motorcycle track and kids track and
18:30:15 picnic areas, and it's the way to go. I think that the
18:30:19 change is timed, and it will be a good thing for
18:30:22 everyone. Thank you.
18:30:24 JIM NEWLAND: Thank you. So next we have
18:30:26 Anthony Andre, and will be followed by Stasha Tiller.
18:30:31 ANTHONY ANDRE: Good evening again. My name is
18:30:34 Anthony Andre. I do not represent an organization, I
18:30:37 represent myself as an off-roader. My name is -- well,
18:30:41 sorry.
18:30:45 I would like to see a southern entrance past the
18:30:51 Arroyo Grande Creek. And, also, like I said last

night, moved the bird closure to Pier Avenue to Pole 2, as that way it will open up to Pole 9. Also, I'd like to see improvements in trash locations. We can also add a large trash bin to the existing area, move that within Pole 2, so that way people can use their OHVs to dump the trash instead of having to get in the vehicle and go past Pole 2.

Also, possibly trash bins near the bathrooms, larger lockable lids or latch bolt to keep the birds and everything out of it, but then also it will increase people actually dumping their trash instead of leaving it for everybody else to pick up.

The Oso Flaco campground, I would like to see full hookups with either a kid area or an off-road park, obstacle course, motocross, whatever it be. Also, then I'd like to see fence patrol or maintenance. I know you guys put up fence either seasonal or wind fencing. A lot of times the wind will blow underneath the fence, knock it down, it creates a hazard for riders and park goers.

Lighted pole markers, lights in the bathrooms, also possibly I know everybody has YouTube, has access to YouTube. There is a sand cleaner, and it goes either on the front of a Bobcat or behind a tractor, and it shifts through the sand, picks up the trash

18:32:22 particles, and dumps it into a bin. We can then remove
18:32:26 all of the trash and litter out of the beach in the
18:32:30 camping area and make a cleaner, safer beach for
18:32:33 everybody. Thank you.
18:32:34 JIM NEWLAND: Thank you. Stasha Tiller will be
18:32:38 followed by Narvell Conner.
18:32:46 STASHA TILLER: Good evening. My name is Stasha
18:32:49 Tiller. And, first off, I want to say thank you for
18:32:52 being here today and recognizing that the Central
18:32:55 Valley does have a large presence on central coast, and
18:32:59 for having a meeting in the evening, which is helpful
18:33:02 to those of us who work.
18:33:04 So for my comments, and I like the idea of a
18:33:05 southern entrance and opening that up, I think that
18:33:08 alleviates a lot of issues with local community, with
18:33:12 traffic, with some of the other air quality issues, so
18:33:16 I do like that idea.
18:33:17 And I would also like to see some riding trails,
18:33:21 that would be possible, but what I also would like to
18:33:24 see, if you are going to implement trails, would be to
18:33:27 have appropriate signage. Because I think one of the
18:33:31 pitfalls of trails is that people tend to go off, and,
18:33:34 you know, maybe because they're not signed correctly or
18:33:38 they weather, so I think the maintenance part of that
18:33:41 would be extremely important.

18:33:43 I do like the idea also that -- the last time I
18:33:46 just brought up about more trash bins or at least more
18:33:48 accessible trash bins, as well as the enforcement of
18:33:53 those that are leaving trash behind, specifically
18:33:57 talking about the camping portion of it.
18:34:00 But, to me, the absolute most important is the
18:34:03 no net loss. And again, since 1982 we went from
18:34:08 15,000 acres of riding areas to 1,500, and since 1982
18:34:13 we've seen incremental closures on top of that, whether
18:34:18 it is seasonal or whether it's some of the things that
18:34:19 we're experiencing now, and it's making it a smaller
18:34:23 park, there's more people, and there's more potential
18:34:27 for danger. And so I would like to see that no net
18:34:30 loss at all, you know, acre-for-acre. If you close an
18:34:33 acre, open an acre back, please.
18:34:35 The last thing. My family has been going to the
18:34:38 dunes as long as I can remember, and even before I was
18:34:40 born, my dad was out there with his buggy and, you
18:34:43 know, before 1982.
18:34:44 And this park is extremely unique, not just to
18:34:48 California but to the country, and maintaining the
18:34:50 access for all, not just the off-roaders, but the
18:34:54 campers, the fishermen, the horseback riders, you know,
18:34:58 I think that's extremely important to make sure that
18:35:00 all stakeholders are heard.

18:35:02 So I do appreciate these public meetings and the
18:35:05 bright green stars that are on there allowing for
18:35:08 public input.
18:35:09 So I just want to make sure that, you know, open
18:35:12 access for all, maintain that will be extremely
18:35:15 important. Thank you.
18:35:16 JIM NEWLAND: All right. Thank you. Narvell
18:35:20 Conner will be followed by Rob Hunter.
18:35:29 NARVELL CONNER: Good evening. My name is
18:35:32 Narvell Conner, and I represent a large group of
18:35:36 people, the Sierra National Forest and the Stewards of
18:35:41 the Sierra, that participate in that.
18:35:44 I would like to make mention that over the years
18:35:49 I've spent many, many years over there with my kids
18:35:53 growing up and my grandkids, and now I'm working with
18:35:57 my great grandkids. So we have spent many years over
18:36:01 there, and I think it has really helped develop them
18:36:05 and give them direction in life.
18:36:10 The outdoor activities that go on keeps them
18:36:13 away from the computers and the iPhones and everything
18:36:16 else. It gets them to understand and enjoy some of the
18:36:22 special things in life.
18:36:26 I agree with a southern entrance, and probably
18:36:33 expand that area back to kind of what it used to be,
18:36:36 with an entrance from the south, would certainly help

18:36:46 in increasing the amount of people that go there.

18:36:52 As you know, for years and years and years we

18:36:55 were able to go down the slide and spend time down

18:36:59 there, and it was wide open and much safer.

18:37:04 Now that you've closed -- or the area has been

18:37:07 closed down, it is a little bit more hazardous, quite a

18:37:15 bit more hazardous to go over. I've heard a number of

18:37:17 people saying "I can't go over there anymore. It's

18:37:20 just not safe to go over."

18:37:22 With that in mind, you might consider some areas

18:37:26 where you could have direction, and all the traffic

18:37:31 would be flowing in the same direction. The slower

18:37:38 people that would maneuver, kids, children would be on

18:37:42 the inside and could go slower, and those that like to

18:37:47 jump the dunes would be on the outside, so direction

18:37:52 might help over there. I know it's getting to be

18:37:56 quite -- quite a bother as far as the number of people

18:38:00 that show up.

18:38:01 I would say don't judge the amount of people

18:38:04 that are here tonight by the interests over there.

18:38:08 Look at what goes on over there. There are weekends,

18:38:12 whenever they have to close it down, because they just

18:38:15 don't have any more room to go in there. So that's one

18:38:19 thing.

18:38:20 But more space is needed. As it's been talked

about already, they've shut down some of the area over the years, and we're down to a very small amount now, and that creates more of a problem than anything. Thank you very much.

JIM NEWLAND: Thank you. Next we have Rob Hunter followed by Ileene Anderson.

ROB HUNTER: My name is Rob Hunter, and, first of all, I want to thank all of you guys for coming and participating in this. You know, I wasn't going to say anything. We've heard a lot of the same comments over and over, but I think the one thing that I want to say is the fact that I have been going to that beach for, you know, four generations. 13 years ago the rangers asked me to be part of a volunteer program, and the reason they asked me was because I think they saw something in the part of helping, we wanted to help.

And so I thought that's something I do every day, and it is something I would always do, so why not help. And so I stepped in and I started a program with them that I feel that has really helped and move the Rangers into a position to be able to do their job at a better level so that we can take some of the pressure off of them.

And I think that's what you find in off-roading. Off-roaders are people that want to help. They're not

people who want to take away things.

And I think we really need to come together as a group to come together with a plan. Do we have a plan for a riding destination? Do we have a plan for trail management? I think Mat said the comment, you know, as it first kind of evolved, it was just kind of thrown together, and that's true. I remember going to Devil's Slide, I remember camping wherever you wanted to camp.

And then all of a sudden it's blocked off, and now we've got the rules. And the rules start -- they were never established correctly, right, they were just rules.

So I think we have an opportunity with all the pressure that's there is to make some right decisions, and the right decision is when we do represent a small, small group, you know, ten percent here, one percent here. There's a couple hundred thousand people that come from the valley over to Pismo -- we always called it Pismo, Oceano Dunes.

You know, and that's because that's usually the way it works in groups. There's a small percentage of people that are willing to take that risk and go out there and talk and do those kinds of things. But we represent a huge mass of people. 2 million visitors a year, that is not a small number.

So in saying all that, the south entrance, that would be fantastic. We used to have that, remember that, you know, it would off that pressure, off the Grand Pier, and at the same time I think there's so many different opportunities that we could do a trail management with a property that parks owns, that we can start evolving that property. But also the question I asked about how long it takes to do that.

What I'm worried about is in two years now is a whole another set of problems, and now we're still right back where we started from. We have to set a goal and make that goal happen, and that's my big thing.

I'm going to stay with it. I wasn't going to say anything tonight, you know, but they're not going to kick me out of volunteers until I quit coming over there, right?

And so what I'm saying is we've all got to get involved and we've got to work together for that goal, and that goal is to keep that park open. And it keeps everyone working and it keeps that economy flowing. So I want to thank you guys for the opportunity. Thank you.

JIM NEWLAND: Thank you.

Ileene Anderson followed by Amy Granat.

18:42:03 ILEENE ANDERSON: Hi, I'm Ileene Anderson. I'm
18:42:07 with the Center for Biological Diversity, and we would
18:42:10 like to see a comprehensive approach that begins with
18:42:13 updating the General Plan based on the fact that the
18:42:18 current plan is over 30 years old and times have
18:42:21 certainly changed.
18:42:22 While these projects proposed tonight do comply
18:42:26 with the old general plan, that plan is so dated that
18:42:29 it may no longer provide appropriate guidance for the
18:42:33 project or for the other plans that are moving forward,
18:42:36 for instance, the Interpretive Management Plan.
18:42:39 We also think that that more comprehensive
18:42:43 approach should include a new coastal permit that
18:42:46 complies with the local coastal program. We'd like to
18:42:50 also see it include the HCP that you're embarking on
18:42:53 for the plover and tern and other sensitive species, as
18:42:56 well as addressing the abatement of the current air
18:42:59 pollution challenges.
18:43:00 If that single comprehensive approach is not
18:43:03 feasible, we still believe that an updated general plan
18:43:07 to bring the management into the current Century is
18:43:10 necessary and would allow proper tiering of subsequent
18:43:14 documents.
18:43:14 And I'd like to end by complimenting the park on
18:43:18 your efforts to protect the plovers and the terns, and

we look forward to working with State Parks to provide additional safeguards for the wildlife resources of this incredible place. Thank you.

JIM NEWLAND: Thank you.

Amy Granat.

AMY GRANAT: Hi. I just get to move up a seat. Amy Granat, Managing Director of the California Off-Road Vehicle Association or CORVA.

I'm channeling Ed Waldheim Wilheim with my orange jacket tonight, for those who know him. Many people don't know that Ed was one of the people who first helped found Friends of Oceano Dunes, and he had a lot of very strong emotions about keeping as much area of the park open as possible.

With that, there are just a few suggestions. One, I really want to compliment everybody who came tonight, because the suggestions that I've heard have been very, very substantive, and they've given a lot of great ideas. One thing you can't help but notice is the need for family-based recreation, and opening the southern entrance would give the opportunity to supply more family-based campgrounds, more opportunities that the community really needs.

We've seen through the years -- people have commented on how many closures there have been. A lot

of them have been based on rather sketchy scientific evidence or been forced by legal challenges or avoidance of legal challenges.

I'd really like to push the Park this time, State Parks, to not work according to ideology, which may have been the direction that the APCD took, but rather base it on facts. There are a lot of unknown facts still that we would like to see further investigated with the Air Pollution Control District and the source, but one thing is for sure, change the traffic patterns.

Perhaps we don't need to see subsequent changes or closures. So if we changed the traffic patterns and moved people away from the problematic areas, I'd like to challenge State Parks not to close anything, if at all possible. We're a very, very small area, so we can actually come out of this with net gain rather than any loss. That would be my hope.

State Parks has done a wonderful job of protecting the plover and the tern, and I don't expect any of that to change. We fully support the need to protect those species, but we also support the need to protect our families.

Many people know the Central Valley does not have State Parks, they just aren't here, but for many

people in the Central Valley, Oceano Dunes is their State Parks. So it is really critical for the people in this area, thank you very much for coming to Fresno, that you think about their two weeks spent in the summer when it is 110 here, and they go to escape to the dunes with their family. That's a critical time for them, a critical time to get out of there, and we need to make sure that we keep the areas open to them.

One last word, and this is because of my experience with Ocotillo Wells and the lawsuit with Ocotillo Wells, be very careful about trails. Part of that lawsuit was about the need for trail travel. Trails in dunes areas are notoriously difficult to manage and maintain. The very substance of the dunes is very changeable. Keep it as an option rather than a requirement. Thank you.

JIM NEWLAND: Great. Well, unless there's something -- more slips that have been turned in, that's all the slips that we've had. If there is anybody else who would like to speak, feel free to -- or we'll wait for you. We're doing very well on time, and we still have the hall for a while. But I don't see anybody jumping up at this point, so perhaps that's it.

So, Mat, do you want to -- have we got anybody

else?

ROB HUNTER: Can I say something? So on the trail -- let me get over here to the mic. Rob Hunter.

So on the trail system, I think what is important what I was saying, and maybe some of the other ones also on the trail, but I think mostly it is about a trail management system. So, I mean, I look at -- when I say "trails," it's not just a couple little trails, I'm thinking you have a long plan? Do we have a plan of where that's going to happen?

And so I think it would be more of a -- we obviously have an overall view of the park, but, at the same time, you know, where is that implementing and what are we going to do and how are we going to move forward? Are we expanding? You know, are we taking trails and are we moving to another area?

And I guess that word "trail" can be misconstrued as far as little narrow passageways that can sometimes be more hazardous and hard to manage it. So I think when we're talking as a group, you know, that trail is really more open areas to ride, so just kind of want to make that point too.

JIM NEWLAND: Great. Thanks. We have another slip. All right. Roger Rodriguez.

ROGER RODRIGUEZ: Hello, my name is Roger

Rodriguez, and I represent myself. We've been going to Pismo ever since I was introduced to it in 1990. The area known as Devil's Slide, we never got to ride on because that was closed by the time we first got out there. It was open to, I believe, Pole -- I thought it went to 13 because it way down the beach. And we got out there in the truck, and I was, like, wow, blown away at all of this awesome place to ride, when in fact it wasn't that big in time.

And over the years we've been watching it get smaller and smaller with the seasonal closings to Pole 6. It seems like that gets more and more time that it is actually closed, and then the fence going around that seems to be going further out to the dune area and closing off more riding area.

It has -- I'd really like to see more open area to ride. For one, it gets really congested on busy weekends, and we have been seeing more accidents being caused by the number of riders that are being forced to ride, you know, so close together. There's so many rental quads out there, and, you know, unexperienced people riding, which is great, but if we had more open area, it might be easier for them.

I would like to see a designated trail system, like other OHV parks do have. I think that would

18:50:16 invite more people to come and use them. We go out to
18:50:22 the desert, and they have lots of designated trails to
18:50:26 ride on out there, and it's really a neat experience.
18:50:29 The access road on Plan A of the Oso Flaco Road
18:50:34 Campground is a great idea. We drive to the back over
18:50:37 there, and you can walk up that little access road or
18:50:40 access bridge and see that area. We did one time when
18:50:44 the road was open, we drove around to the back and saw
18:50:47 that, and that was great, but you couldn't ride out
18:50:50 there. It was strictly a walking area. So building an
18:50:53 RV site out there with an RV dump and full hookups
18:50:58 would be a great idea too.
18:51:00 We have a heck of a time finding an RV dump
18:51:04 besides the one that gets overloaded. Whenever I leave
18:51:08 the beach, and there's no rest stop that has an RV dump
18:51:11 from Pismo to my house, so I would like to see that
18:51:15 too.
18:51:15 We would not mind seeing an increase in
18:51:20 overnight camping fees either, because the $10 a night,
18:51:23 dirt cheap, and I think it invites a lot of riffraff
18:51:27 people. They come in and they trash the place -- and
18:51:30 they literally trash the place. Me and my wife, we
18:51:34 pick up so much trash every time we go. It doesn't
18:51:37 matter where we camp out, we're picking up trash. I'd
18:51:39 like to see that more policed also. Thank you for your

time.

MAT FUZIE: Thank you. Any more speakers? Okay.

Well, Mat, do you want to maybe wrap it up, and we'll be around here as well.

JIM NEWLAND: So thank you very much for your comments, and thank you for taking the time in your busy lives to come here tonight. Staff will be available to chat with you if would like. We will be here for a little bit. We have the exhibit boards, and you can still make written comments, and I think we may have a few cookies left, so thank you very much for your time.

(Meeting adjourned at 6:52 p.m.)

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REPORTER'S CERTIFICATE

--oOo--

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

I, THRESHA SPENCER, a Certified Shorthand Reporter in and for the State of California, duly commissioned and a disinterested person, certify:

That the foregoing transcript was taken before me at the time and place herein set forth;

That the statements of all parties made at the time of the proceeding were recorded stenographically by me to the best of my ability and thereafter transcribed into typewriting;

That the foregoing transcript is a record of the statements of all parties made at the time of the proceeding.

IN WITNESS WHEREOF, I subscribe my name on this 19th day of June, 2018.

Thresha Spencer

THRESHA SPENCER, CSR No. 11788
Certified Shorthand Reporter
in and for the
County of Sacramento,
State of California

Ref No: 18074 JS

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9:2

ATTACHMENT D

Written Comments Received

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Table D-1: List of Written Comments Received	
Commenter	Date Received
STATE AGENCY	
Caltrans	June 8, 2018
California Coastal Commission	June 13, 2018
LOCAL AGENCY	
Oceano Community Services District Board of Directors	June 4, 2018
San Luis Obispo County Air Pollution Control District	June 5, 2018
NATIVE AMERICAN TRIBES	
Northern Chumash Tribal Council, Inc.	June 8, 2018
ORGANIZATIONS	
Oceano Beach Community Association	June 7, 2018
California Off-Road Vehicle Association	June 8, 2018
Surfrider Foundation SLO	June 8, 2018
Center for Biological Diversity	June 9, 2018
Sierra Club – Santa Lucia Chapter	June 9, 2018
Friends of Oceano Dunes	June 10, 2018
INDIVIDUALS	
Lucia Casalinuovo	May 18, 2018
Joan Rice	May 21, 2018
Patricia Marsh	May 24, 2018
Walter Cerny	May 30, 2018
Otilia Costa	May 30, 2018
Peggee Davis	May 30, 2018
Steve Dayton	May 30, 2018
John Phipps	May 30, 2018
Rosemary Remacle	May 30, 2018
Shay Sayre	May 30, 2018
Yvonne Williams	May 30, 2018
Joseph Briskey	May 31, 2018
Ed Harris	May 31, 2018
Anthony Russo	May 31, 2018
Rachelle Toti	May 31, 2018
James Folkrod	June 1, 2018
Derrik Rendon	June 3, 2018
Linda Reynolds	June 3, 2018
Mike Dalrymple	June 4, 2018
Matt Reed	June 4, 2018
Derek Taylor	June 4, 2018
Jon Waterfield	June 4, 2018
Anthony Hernandez	June 5, 2018
Kelly Jenei	June 6, 2018

Table D-1: List of Written Comments Received		
	Commenter	Date Received
	Alex Barrera	June 7, 2018
	Dale Beebe	June 7, 2018
	Jonathan Brewster	June 7, 2018
	Glenn Eineman	June 7, 2018
	John Ferguson	June 7, 2018
	Marty Giussi	June 7, 2018
	Dorothy Hines	June 7, 2018
	Jeromy Hofer	June 7, 2018
	Christian Jauregui	June 7, 2018
	Irwin Joseph	June 7, 2018
	"KeithAndrews2000"	June 7, 2018
	Cody Kratz	June 7, 2018
	Liz H	June 7, 2018
	Dale Martin	June 7, 2018
	Pamela Michaelis	June 7, 2018
	Kevin Mikusky	June 7, 2018
	Anne Miller	June 7, 2018
	Rob Mohle	June 7, 2018
	Victor Montoya	June 7, 2018
	Dave Pecci	June 7, 2018
	Dave Pecci	June 7, 2018
	A. Perez	June 7, 2018
	John Phipps	June 7, 2018
	"ridingyamaha04"	June 7, 2018
	Keith Ringgenberg	June 7, 2018
	Tony Salome	June 7, 2018
	Paul Stolpman	June 7, 2018
	Marie Vargas	June 7, 2018
	Margaret Wallace	June 7, 2018
	Dave Webre	June 7, 2018
	Linda Busek	June 8, 2018
	James D. Coalwell	June 8, 2018
	Roy De Jesus	June 8, 2018
	Clifford Clark D'Souza	June 8, 2018
	Ed Harris	June 8, 2018
	JB	June 8, 2018
	Virginia Maier	June 8, 2018
	Debbie May	June 8, 2018
	Dorothy Modafferi	June 8, 2018
	John Moule	June 8, 2018

Table D-1: List of Written Comments Received		
	Commenter	Date Received
	Laurance Shindeman	June 8, 2018
	Sandra Tiffany	June 8, 2018
	Clark D'Souza	June 9, 2018
	Clark D'Souza	June 9, 2018
	Clark D'Souza	June 9, 2018
	Dustin Gotchal	June 9, 2018
	Dustin Haning	June 9, 2018
	Matt Howitt	June 9, 2018
	Lyndi Love	June 9, 2018
	Melissa McNeal	June 9, 2018
	Leslie Mosson	June 9, 2018
	Danielle Okerblom	June 9, 2018
	Sheila Phipps	June 9, 2018
	James Flippen	June 11, 2018
	Bill Denneen	June 11, 2018
	Maureen Stanley	June 11, 2018
	Barry Seifert	June 12, 2018
	Mary Giacoletti	June 12, 2018
	James Flippen	June 13, 2018
	Marilyn Corey	June 13, 2018
	Anonymous	June 29, 2018
SCOPING MEETING		
	Bonita Ernst	May 22, 2018
	Sean Hayes	May 22, 2018
	Bob Cardona	May 22, 2018
	L. Reynolds	May 22, 2018

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DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
http://www.dot.ca.gov/dist05/

Making Conservation a California Way of Life.

June 8, 2018

SLO 1 PM Various
SCH#2018051017

Katie Metraux
Acting OHMVR Planning Manager
California Department of Parks and Recreation
1725 23rd Street, Suite 200
Sacramento, CA 95816

COMMENTS FOR THE NOTICE OF PREPARATION (NOP) FOR THE PISMO BEACH AND OCEANO DUNES STATE VEHICULAR RECREATION AREA PUBLIC WORKS PLAN

Dear Mr. Overmeyer:

The California Department of Transportation (Caltrans) thanks you for the opportunity to review the NOP for the Pismo Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan. Caltrans has reviewed the above referenced project and offers the following comments at this time.

1. Caltrans supports planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with our partners to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel.

2. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.

3. The traffic study should include information on existing traffic volumes within the study area, including the State transportation system, and should be based on recent traffic volumes less than two years old. Counts older than two years cannot be used as a baseline. Please see the attached page with a list of intersections and analyses that should be included in the traffic study.

4. At any time during the environmental review and approval process, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such

formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1].

If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or Jenna.Schudson@dot.ca.gov.

Sincerely,

Jenna Schudson
Transportation Planner
Development Review Coordinator
District 5, LD-IGR South Branch

CALIFORNIA COASTAL COMMISSION
CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
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FAX: (831) 427-4877
WEB: WWW.COASTAL.CA.GOV

June 13, 2018

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

Re: Notice of Preparation of an Environmental Impact Report for California Department of Parks and Recreation's Proposed Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

Dear Ms. Metraux:

Thank you for the opportunity to provide some initial comments and preliminary suggestions regarding the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for State Parks' proposed Public Works Plan (PWP)[1] intended to cover Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area (ODSVRA). We have the following comments on the NOP and the PWP process more broadly.

According to the NOP, the proposed PWP will document existing conditions, consider improvement projects and management programs to improve access for motorized and non-motorized public recreation opportunities, and include development policies and programs. Notably, the NOP indicates that the PWP will also include a number of specific proposed park improvement projects,[2] but these projects are not further identified in the NOP past a reference to them. The NOP further states that State Parks will use the EIR to consider the environmental effects of the proposed PWP and proposed park improvements, and, if necessary, to develop mitigation measures to reduce such potential impacts. And finally, the NOP states that State Parks will consider a reasonable range of alternatives when reviewing the PWP for approval.

As an initial matter, we note that the NOP does not provide the actual proposed PWP, nor any specific details on the proposed park improvement projects, and thus these comments at this point should be understood as preliminary. Presumably, State Parks intends to develop more

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[1] A PWP is a vehicle for planning and regulation under the Coastal Act that allows certain public agencies to propose a certain set of projects and other types of development that can be identified in a PWP that the Commission certifies as consistent with the Coastal Act. Following such certification, the public agency, in this case State Parks, can then perform the identified PWP development subject to reporting it to the Commission and without a CDP, provided it is PWP consistent. In other words, the PWP can serve to replace the need for case-by-case CDP evaluation, and can significantly streamline certain public agency activities.

[2] Identified as projects A through H as follows: (a) Oso Flaco Campground and Public Access Project, (b) Park Corporation Yard Improvement Project, (c) Grover Beach Lodge Site Project (including La Sage Bridge and Dump Relocation), (d) Oceano Campground Infrastructure Improvement Project, (e) Pier and Grand Avenue Entrances and Pier Avenue Lifeguard Tower Project, (f) North Beach Campground Facility Improvements, (g) Butterfly Grove Public Access Project, and (h) Pismo State Beach Boardwalk Project.

detailed information on the PWP and the projects as part of the preliminary EIR process, including to allow the EIR to appropriately function as a means of disclosing potential environmental impacts associated with PWP and project implementation, and identifying potential alternatives and mitigation measures to avoid and otherwise address such impacts. We are likely to have more feedback for you when State Parks has provided more detail on the PWP and the projects themselves.

In addition, given that we have already briefed State Parks staff in meetings to date regarding the PWP and potential issues, we do not intend to elaborate in fine detail again on those points here. Instead, we would highlight that one the of the most critical things that any approvable PWP and EIR needs to address is the ways in which it is intended to be used to address coastal development permit (CDP) number 4-82-300 requirements. As you know, that CDP identifies the basic parameters for ODSVRA operation under the Coastal Act, including for Park access locations, off-highway vehicle (OHV) riding and camping parameters, overall use limits, and habitat and sensitive species protection requirements. Importantly, and as articulated extensively in past Commission CDP re-reviews in 2015 and 2017, many of the key operational parameters, most notably in terms of access into the Park and overall use limits,[3] have never been finalized through the required CDP amendment and Local Coastal Program (LCP) amendment processes, and thus they are currently authorized through the CDP on a temporary basis only at this point. In addition, the Commission retains the authority to review State Parks' operations on a yearly basis and to identify necessary changes, particularly related to addressing potential habitat impacts due to vehicular use. If, and as we understand State Parks' intent here, the PWP is intended to be a vehicle to help resolve some of these issues moving forward, then the PWP and the EIR need to address these issues directly, and clearly articulate the manner in which that would be accomplished. For more information and details on these previously identified issues, please consult the January 2017 ODSVRA re-review staff report (available at https://documents.coastal.ca.gov/reports/2017/1/th14a-1-2017.pdf)

In addition to those CDP issues, we would also note that another key PWP and EIR issue to be addressed is the relationship of the PWP to underlying LCP requirements. As you know, a PWP can only be approved if it is consistent with the LCPs that govern the affected area (in this case, LCPs for the Cities of Pismo Beach and Grover Beach, and for San Luis Obispo and Santa Barbara Counties). In particular, most of ODSVRA is covered by the San Luis Obispo County LCP, and certain ODSVRA activities, while covered by the underlying CDP, are not consistent in all respects with the LCP (e.g., OHV riding is not allowed in certain areas under the LCP that are currently authorized via the CDP for such uses). As described in the 2017 re-review documents identified above, we believe these LCP issues were intended to be resolved as part of

[3] The two interim entrance points into the Park are at West Grand Avenue and Pier Avenue, and the interim staging area is currently located just south of the two-mile post (i.e., only street legal vehicles are allowed to be operated north of the two-mile post, and OHVs (and street legal vehicles) can be operated south of the two-mile post), and thus OHVs must be transferred via trailers to the interim staging area from the interim West Grand and Pier Avenue entrances. Current use limits that are subject to adjustment allow for a maximum of 2,580 street legal vehicles per day, a total of up to 1,720 OHVs at any given time, and up to 1,000 camping units per day.

finalizing site access and staging parameters. It will be important for the PWP (and any associated EIR) to ensure that it too addresses these interrelated issues, including through a path forward for ultimate resolution to 'sync' the CDP, the LCP, and any PWP appropriately. Again, and importantly, the PWP can only be approved if it is in conformity with the underlying LCPs, and we encourage State Parks to undertake consultation with the affected local governments as soon as possible as a means of helping to ensure PWP/LCP consistency.

Similarly, we note that State Parks recently asked for CEQA and NEPA NOP comments (in tandem with the U.S. Fish and Wildlife Service) related to a proposed Habitat Conservation Plan for the proposed PWP. Many of our comments (dated March 12, 2018) on that notice are applicable here, and we incorporate them here by reference (see attached). As indicated in those comments, there are a variety of interrelated issues associated with ODSVRA, and there are a variety of processes that all need to be kept in mind as State Parks' PWP efforts proceed (including related to the base ODSVRA CDP, the certified LCPs that apply here, and a proposed HCP). If the PWP process is to be successful, it is going to need to carefully integrate these overlapping issues in a way that makes both substantive as well as process sense, including recognizing that each of these processes have different requirements, timelines, and in some cases objectives, and a successful PWP must be responsive to all of them.

In closing, and given that it will form the basis for moving forward, we particularly look forward to seeing a proposed PWP document as soon as possible, and are likely to provide additional comment at that time. In any case, we are hopeful that State Parks' PWP efforts can help to resolve ongoing and contentious issues associated with ODSVRA, and we stand ready to assist in that effort as much as possible. As you know, the Commission has been deeply involved for many years with ongoing issues associated with the balancing of active public recreational and access opportunities for all with the protection and enhancement of sensitive species and their habitats in the Oceano Dunes District, both through the underlying CDP as well as the LCP. We are hopeful that a PWP and any associated CEQA supporting documents (as well as NEPA and HCP documents) can address the CDP and LCP issues identified above in a manner that best allows for robust decision-making and good public policy. We look forward to continued collaboration on these important coastal resource issues of shared concern, and are available for consultation as you proceed forward. Please do not hesitate to contact me if you have any questions or would like to further discuss these matters.

Sincerely,

Kevin Kahn
District Supervisor
Central Coast District Office
California Coastal Commission

Attachment: March 12, 2018 PWP HCP NOP/NOI Comments

cc: Mat Fuzie, Jim Newland, and Kevin Pearce, State Parks
Julie Vance, CDFW
Lena Chang, USFWS
Matt Janssen, San Luis Obispo County

CALIFORNIA COASTAL COMMISSION
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March 12, 2018

Ronnie Glick, Senior Environmental Scientist
California Department of Parks and Recreation
Oceano Dunes District
340 James Way, Suite 270
Pismo Beach, CA 93449

Lena Chang, Acting Assistant Field Supervisor
United States Fish and Wildlife Service
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003

Re: United States Fish and Wildlife Service (USFWS) and California Department of Parks and Recreation (State Parks) Proposed Oceano Dunes District Habitat Conservation Plan (HCP) Notice of Preparation (NOP) and Notice of Intent (NOI)

Dear Mr. Glick and Ms. Chang:

Thank you for the opportunity to provide some initial comments and preliminary suggestions regarding the NOP (for purposes of CEQA) and NOI (for purposes of NEPA) for State Parks' proposed HCP covering the Oceano Dunes District (ODD), which is comprised of Pismo State Beach, Pismo Lake, and Oceano Dunes State Vehicular Recreation Area (ODSVRA). HCPs are required under the federal Endangered Species Act (ESA) for USFWS issuance of an Incidental Take Permit (ITP), and the CEQA/NEPA process is being undertaken by State Parks and USFWS, respectively, in support of a potential HCP/ITP for State Parks in relation to the ODD. We have the following comments.

According to the NOP/NOI, the proposed HCP and corresponding ITP will outline a 25-year plan to address ESA issues and requirements in the ODD, including identifying measures designed to avoid, and where unavoidable to minimize and mitigate, the effects of "covered activities" to ensure the conservation, protection, and contributions to the recovery of "covered species" (namely, the federally threatened Western snowy plover (WSP) and California red-legged frog, and the federally endangered California least tern (CLT), tidewater goby, Gambel's watercress, La Graciosa thistle, marsh sandwort, and Nipomo Mesa lupine). As proposed in the NOP/NOI, covered activities would include all lawful activities for which State Parks has responsibility that could result in take of the aforementioned covered species, including public use/recreation management, natural resources management, and park/beach management. On this point the NOP/NOI states that State Parks would manage impacts to these covered species due to covered activities largely in the same manner it currently operates, including by installing protective fencing and by undertaking certain activities associated with habitat protection and restoration, invasive plant and animal control, habitat monitoring, and water quality

improvements. In addition to the "no action" alternative (i.e., where State Parks continues to operate as it has without an HCP/ITP), the NOP/NOI indicates that USFWS and State Parks will also evaluate implementation of a proposed HCP where State Parks modifies its current operation by allowing for the seasonal exclosure fencing for WSP and CLT breeding protection to be modified to expand vehicular access and use. In all cases, the NOP/NOI indicates it would evaluate current lawfully established activities, and it will not evaluate potential changes to current daily limits on the number of street legal and off-highway vehicles (OHV) at ODSVRA.

As a preliminary matter, the NOP/NOI purports to solicit comments for an environmental analysis regarding the implementation of a proposed HCP, but it does not provide the actual proposed HCP that is going to be evaluated in that regard. In that sense, it is difficult to provide detailed comments on what, specifically, the CEQA/NEPA process should address. It may be that USFWS/State Parks is responding to certain uncertainties associated with current ODSVRA operations, or it could be for some other reason, but the lack of a proposed HCP makes it difficult to provide as directive of comments as might be possible if a proposed HCP were also to be provided with the NOP/NOI. As such, we may have more substantive and detailed comments when we see the proposed HCP and/or the draft EIR/EIS documents.

With respect to current operational uncertainties and the Commission's role, State Parks operates ODSVRA under a coastal development permit (CDP) issued by the Coastal Commission in 1982 (CDP 4-82-300, as amended). That CDP identifies the basic parameters for ODSVRA operation under the Coastal Act, including for Park access locations, OHV riding and camping parameters, overall use limits, and habitat and sensitive species protection requirements. Importantly, many of the key operational parameters, most notably in terms of access into the Park and overall use limits,[1] have never been finalized through the required CDP amendment and Local Coastal Program (LCP) amendment processes, and thus they are currently authorized through the CDP on a temporary basis. In addition, the Commission retains the authority to review State Parks' operations on a yearly basis and to identify necessary changes, particularly related to addressing potential habitat impacts due to vehicular use. It is not clear from the NOP/NOI how the proposed HCP and/or ITP intends to address the temporary nature of the CDP authorization and the potential for State Parks' operations to change over time, including in relation to yearly Commission reviews. Critically, in proposing to evaluate State Parks' current operations, it is not clear how USFWS/State Parks intends to address the issues associated with the need for State Parks to finalize certain critical aspects of its operation that are only temporarily authorized under the CDP, including Park access and overall use limits. These current interim parameters are some of those most clearly tied into potential ESA species issues, and thus the lack of finality

[1] The two interim entrance points into the Park are at West Grand Avenue and Pier Avenue, and the interim staging area is currently located just south of the two-mile post (i.e., only street legal vehicles are allowed to be operated north of the two-mile post, and OHVs (and street legal vehicles) can be operated south of the two-mile post), and thus OHVs must be transferred via trailers to the interim staging area from the interim West Grand and Pier Avenue entrances. Current use limits that are subject to adjustment allow for a maximum of 2,580 street legal vehicles per day, a total of up to 1,720 OHVs at any given time, and up to 1,000 camping units per day.

through the CDP and the LCP processes must somehow be addressed in any proposed HCP and CEQA/NEPA documents, as well as any eventual ITP.

In addition, State Parks is also currently proposing to undertake a more holistic analysis of ODSVRA operations and its potential permanent configuration via a Public Works Plan (PWP),[2] which effort is currently in the beginning and formative stages now. According to State Parks, the goal of their proposed PWP is to take a fresh look at ODSVRA management and operations, including identifying permanent access and staging areas, identifying where OHV riding and camping are and are not allowed (including to reduce particulate matter emissions on downwind communities in conjunction with efforts of the San Luis Obispo County Air Pollution Control District and the California Air Resources Board), and other resource protection requirements. In other words, the PWP process currently being undertaken by State Parks, which will ultimately be submitted for Coastal Commission review and certification, may materially affect the way in which ODSVRA is used, managed, and operated, including with respect to areas where recreational use and other covered activities are located. In addition, if the PWP is to replace the underlying base operational CDP, then it will need to resolve issues still outstanding there, including in relation to the interim nature of certain key ODSVRA provisions.

Therefore, at a broad level, it is unclear how the proposed HCP will be structured in relation to the fluid nature of ODSVRA at this time, including how the HCP's resource protection requirements will be able to address different Park configurations, operations, and use levels than the current status quo. And it is even less clear to us how the CEQA/NEPA document would evaluate the range of potential outcomes at this time given the uncertainties identified above. It appears that the HCP and any CEQA/NEPA documents based on evaluating it will need to reflect ODSVRA's transitory reality at this juncture, including that the current configuration is interim and potentially subject to significant change. The ultimate location and delineation of the final ODSVRA entrance and staging areas, and its overall use parameters, under the CDP and the LCP would affect covered species differently, and thus the measures needed to protect such species from take would also be different. For example, if ODSVRA access and staging are moved from their current locations to a more southerly point, how would this affect covered species and their protection needs? If OHV riding and camping were located in a different area to account for relocated access and staging locations, or to respond to air quality considerations or otherwise, how would these alternative locations similarly affect covered species? Similarly, while the NOP/NOI states that vehicle and camping use limits are not proposed for amendment, including because they are approved by CDP 4-82-300, as discussed above, those limits too are interim and subject to modification, including through the CDP-required yearly evaluation, based on resource protection and public recreation needs. And State Parks has more recently been

[2] A PWP is a vehicle for planning and regulation under the Coastal Act that allows certain public agencies to propose a certain set of projects and other types of development that can be identified in a PWP that the Commission certifies as consistent with the Coastal Act. Following such certification, the public agency, in this case State Parks, can then perform the identified PWP development subject to reporting it to the Commission and without a CDP, provided it is PWP consistent. In other words, the PWP can serve to replace the need for case by case CDP evaluation, and can significantly streamline certain public agency activities.

looking at a 'no net loss' of riding area concept whereby any reductions in OHV riding areas, for whatever reason, are offset by creating new riding areas, presumably in adjacent dune habitat areas, and this too needs to be evaluated in the HCP/ITP and CEQA/NEPA processes.

In sum, the proposed HCP and its associated CEQA/NEPA reviews need to evaluate all potential ODSVRA configurations and operations, particularly in response to the current interim nature of critical components and the potential for upcoming Park changes, whether through the CDP, LCP, or PWP process or all three. As such, and as much as we recognize and agree that the need for an HCP is especially acute, particularly given past documented episodes of ESA species take at ODSVRA, it is not clear how such a PWP can or will be structured to address all of the above. And given that, it is even less clear to us how the CEQA/NEPA document will evaluate environmental impacts due to proposed HCP implementation, including because it is not clear what proposed HCP would be evaluated. At a minimum, the proposed HCP needs to be provided as part of any CEQA/NEPA scoping. Thus, if the CEQA/NEPA process is to move forward, we would strongly recommend that the proposed HCP be drafted in a manner that reflects the above uncertainties, and that provides for appropriate adaptive changes to occur in response to identified benchmarks, including related to potential changes associated with the CDP, the LCP, and the potential PWP, and to associated finalized access, staging, and use parameters. Once that proposed draft HCP is available for public review, we recommend that the associated environmental documents then evaluate the potential impacts and mitigation measures necessary for a series of different ODSVRA configurations and assumptions coming out of the HCP, which by necessity are likely to be required to be iterative and adaptive in order to account for the range of potential future Park changes at this juncture.

In addition to the above described overarching concerns/suggestions, we have the following specific issues that both the HCP and its EIR/EIS should evaluate.

In terms of alternatives, it is clear given the above discussion that the range of currently proposed alternatives to be evaluated in the CEQA/NEPA documents is simply not adequate to identify the potential environmental impacts and mitigations. In addition, and even bracketing the level of uncertainty, the NOP/NOI identifies only two alternatives to be evaluated: one a 'no action' alternative where State Parks would continue to operate as it has without an HCP/ITP, and a second where State Parks modifies its current operation by allowing for the seasonal exclosure fencing for WSP and CLT breeding protection to be modified to allow for expanded vehicular access and use. It appears clear to us that such a limited set of alternatives will not provide decision makers with the appropriate level of information and tools to be able to make informed decisions. In fact, the first alternative is to maintain the status quo, and the second contemplates actually *reducing* ESA species protections. At a minimum, the CEQA/NEPA documents need to evaluate a full range of alternatives with the best chance of meeting project objectives (presumably ESA species protection) with the least amount of coastal resource impacts, both in terms of recreation and habitat. Toward that end, it seems imperative that alternatives be shaped based on data (for example, avoiding use in areas identified as the most acute in terms of species impacts), and that each offer a co-equal evaluation of the costs and benefits environmentally of

each alternative. We do not see how evaluating only 'do nothing' and 'reduce ESA-species protections' alternatives fulfills those needs, and would strongly suggest additional alternatives be identified, including those based on avoiding use in areas identified as the most problematic in terms of species impacts, including so decision makers are properly equipped with a full understanding of the potential options for addressing ESA species needs in Oceano Dunes. The evaluation of alternatives is a fundamental component of CDP, LCP, and PWP conformance processes, and we would expect that the CEQA/NEPA documents range of alternatives are able to provide a co-equal evaluation of the various ways project objectives can be achieved, and that they provide a full spectrum of possibilities for consideration taking into account Coastal Act requirements and objectives. We are available for consultation on this point as the CEQA/NEPA process progresses, should that prove useful to you.

With respect to Western snowy plover (WSP) in particular, take of the WSP in ODSVRA is well documented, with an increase in take documented in recent years. The HCP should develop specific and enforceable strategies that will eliminate (or at least reduce) the take associated with these and other state and federally listed species. In particular regarding WSP, we believe that there should be an emphasis on policies that address bird deaths during both the breeding season and the overwintering season. Specifically, the policies should address the size, configuration, and seasonal duration of potential WSP exclosures, as well as management practices associated with wrack availability, vegetation density, and predator management. In addition, impacts to WSP associated with recreation, particularly the unique impacts OHV recreation and special events engender, should be addressed, including location restrictions (both permanent and seasonal), appropriate speed limits, signage and other means of public education for OHV riders, as well as appropriate mechanisms of enforcement. Ultimately, the CEQA/NEPA documents must then evaluate these provisions, including providing an assessment of potential impacts and mitigations and the associated evaluation of alternatives discussed above.

Similarly, in terms of California least tern (CLT), take of CLT at ODSVRA is both well documented and has increased, as you are aware, in recent years. Thus, we believe that the HCP process is also an opportune time to update CLT protections at ODSVRA, including ensuring policies are reflective of where birds congregate. Protective policies must be flexible enough to be responsive to any changes in CLT behavior or favored habitat, and large enough to accommodate any population growth should this occur. Moreover, enforced nest buffer distances and fencing configurations and materials must be determined from the most up-to-date scientific information, and empirically verified. The general approach to WSP and CLT management should be focused not just on protection of current populations of these species, but designed to provide optimal conditions for these species over time. All management measures should be deferential to expert recommendations and should be adaptive. And again, the CEQA/NEPA documents must also address these same issues in similar ways as for WSP.

With respect to aquatic resources, the HCP will need to carefully consider recommendations and restrictions necessary to safeguard ODSVRA's fish and aquatic-affiliated species. Policies concerning the integrity of the ephemeral Arroyo Grande Creek, an area which supports the

federally listed tidewater goby, steelhead, and the California red-legged frog, require particular attention, particularly from vehicular creek crossings. Currently, vehicles are allowed to cross the creek at water depths capable of supporting fish passage when the creek is connected to the ocean, and additional protective measures appear acutely warranted here. In addition, in winter, before natural lagoon breaching occurs, policies need to address OHV use in the vicinity of the lagoon mouth; otherwise, accidental breaching and associated take could also occur. In addition to addressing policies of OHV use in the vicinity of Arroyo Grande Creek, as discussed earlier, the HCP needs to also evaluate the impacts and protective measures associated with alternative Park access and staging areas, particularly those that would bypass Arroyo Grande Creek and lagoon altogether. Finally, we also strongly encourage an analysis of OHV impacts on annual grunion runs, which are known to occur in the ODSVRA. And again, any CEQA/NEPA documents must also address these same issues, including in terms of alternatives evaluation.

Lastly, any proposed HCP and supporting CEQA/NEPA documents must clearly specify enforcement provisions to ensure that final HCP policies and requirements are fully carried out. For example, any HCP needs to fully evaluate success and non-compliance criteria, including how State Parks will mitigate for any take or other adverse impacts to covered species not authorized by a final HCP/ITP. To ensure accountability, the HCP must have a strong monitoring and reporting function. Public education, including by informing visitors of habitat protection requirements, is a key part of this enforcement strategy, and the HCP should identify these public education parameters as well.

Again, thank you for the opportunity to provide these initial comments on the proposed HCP and the NOP/NOI. As you know, the Commission has been deeply involved for many years with the ongoing issues associated with the balancing of active public recreational and access opportunities for all with the protection and enhancement of sensitive species and their habitats in the Oceano Dunes District, both through the underlying CDP as well as the LCP, and potentially through an upcoming PWP. The Commission's program and involvement necessarily and directly intersects with that of USFWS under the ESA, and we are hopeful that an HCP/ITP and any associated CEQA/NEPA supporting documents can bridge the above-described analytic and substantive gaps to best allow for robust decision-making and good public policy. We look forward to continued collaboration on these important coastal resource issues of shared concern, and are available for consultation as you proceed forward. Please do not hesitate to contact me if you have any questions or would like to further discuss these matters.

Sincerely,

Kevin Kahn
District Supervisor
Central Coast District Office
California Coastal Commission

cc: Mat Fuzie and Kevin Pearce, State Parks
Julie Vance, CDFW
Matt Janssen, San Luis Obispo County

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Notice of Preparation of EIR - Pismo State Beach and Oceano Dunes Public Works Plan

1 message

Carey Casciola <carey@oceanocsd.org> Mon, Jun 4, 2018 at 2:00 PM
To: info@oceanodunespwp.com

Hello,

Attached is the letter from the Board of Directors of the Oceano Community Services District in response to the Notice of Preparation of the EIR dated May 9, 2018 for a Pismo State Beach and Oceano Dunes Public Works Plan.

Thank you,

Carey

Carey Casciola

Business and Accounting Manager

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Oceano Community Services District

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Final Letter - Signed.pdf
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Oceano Community Services District

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May 29, 2018

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

Subject: Comments on the scope and context on the preparation of an Environmental Impact Report (EIR) for the Oceano Dunes State Vehicular Area Public Works Plan.

Dear Ms. Metraux,

This letter is submitted by the Board of Directors of the Oceano Community Services District (District) in response to the Notice of Preparation of an EIR dated May 9, 2018 for a Pismo State Beach and Oceano Dunes Public Works Plan. We understand that State Parks will serve as the lead agency under the California Environmental Quality Act (CEQA).

Although the District has not considered adopting a formal position on the proposed public works plan, the District recognizes the importance of a transparent and thorough evaluation of the changes that may be implemented, including how those changes may affect the community of Oceano. We understand that State Parks will be working with several state and local agencies during the preparation and review of the proposed EIR. In addition to the County of San Luis Obispo, which has jurisdiction over land use planning and street and road maintenance, the District's services could be impacted by the changes.

The District is responsible for fire and emergency services, which we provide through the Five Cities Fire Authority. We are also responsible for enterprise functions including water, wastewater collection, and solid waste and recycling. Lastly, the District has the jurisdictional authority to provide parks and recreation but lacks any funding to implement any such programs. Overall, the District believes that the economic impacts of the changes included in the public works plan should be evaluated. In reviewing the Notice of Preparation published by State Parks we noted that "economics" was excluded from the list of topics that would be addressed in the EIR and we are hopeful that State Parks uses good discretionary judgment by including economic impacts, both positive and negative, in the scope of the EIR. Serving a disadvantaged community such as Oceano, we know that implementing the public works plan may affect the community's financial capability to pay for essential public services.

Oceano is a disadvantaged community adjacent to a natural wonder that is a significant visitor and recreational attraction under the jurisdiction of State Parks. As you prepare the EIR, we request the following:

- Evaluation of waste generation and impacts of trash and litter within the community of Oceano.
- Evaluation of septic waste generation and illegal dumping within the community of Oceano.
- Evaluation of additional water and wastewater utility service from the District.
- Evaluation of extending parks and recreations services within the community of Oceano in collaboration with the District.
- Evaluation of the economic impacts of the public works plan, including community specific impacts.

As we hope you can appreciate, the Oceano CSD Board of Directors finds it difficult to address community concerns regarding the Oceano Dunes, its attraction to visitors, and the lack of revenue sharing that could help address community challenges. We have also observed ongoing debates on the future of the Oceano Dunes but very little discussion regarding the community of Oceano. The Oceano Community Services District has several ongoing community initiatives with other federal, state and local agencies and we believe that proactive work with State Parks should benefit both the community and the future of the Oceano Dunes as a state asset.

Sincerely,

Karen M. White

Karen White, President
Oceano Community Services District

SLO COUNTY apcd | Air Pollution Control District
San Luis Obispo County

June 5, 2018

Katie Metraux
Acting OHMVR Planning Manager
California Department of Parks and Recreation
1725 23rd Street, Suite 200
Sacramento CA 95816

SUBJECT: APCD Comments Regarding the Notice of Preparation (NOP) for an Environmental Impact Report (EIR) addressing the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

Dear Ms. Metraux:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the Notice of Preparation (NOP) for an Environmental Impact Report (EIR) addressing the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan.

The EIR must be consistent with provisions in the Stipulated Abatement Order.

1. APCD Contact:
   Gary Arcemont
   Air Pollution Control District
   3433 Roberto Court
   San Luis Obispo, CA 93401
   (805) 781-5912
   Email: garcemont@co.slo.ca.us

The following are APCD comments that are pertinent to this EIR.

2. Permit(s) or Approval(s) Authority:

   Permits for Equipment
   Portable equipment that is rated 50 horsepower (hp) or greater will require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Additionally, development may require APCD permits and/or applicants may need to apply for an Authority to Construct. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the most current

version of the San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook (see APCD website, slocleanair.org) or contact the APCD Engineering Division for details on requirements.

- Power screens, conveyors, and/or crushers;
- Batch plants;
- Rock and pavement crushing;
- Dryers
- Tub grinders; and
- Trommel screens.

Fuel Storage

The project referral does not indicate whether the project includes the storage of fuel on-site. If there will be fuel stored on-site, the EIR should include a description of the on-site fuel storage and procedures related to fuel handling and spillage. To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

3. Environmental Information:
   The potential air quality impacts should be assessed in the Environmental Impact Report (EIR). This analysis should address both short-term and long-term emissions impacts (including traditional air pollutants and greenhouse gas emissions) and include the following information:

   a) A description of existing air quality and emissions in the project area, including the attainment status of the APCD relative to state and federal air quality standards and any existing regulatory restrictions to development. The APCD website should be consulted for applicable information.
   b) A detailed description of all phases of the project should be included in the EIR. Based on the description, a detailed quantitative air emissions analysis needs to be completed and all emissions from each phase of the project need to be quantified. A complete emission analysis should be performed on all relevant construction and operational phase emission sources using the latest approved version of CalEEMod (caleemod.com), EMFAC, OFF-ROAD, AP-42 "Compilation of Air Pollutant Emission Factors" or other APCD approved emission calculator tools. This analysis should include both stationary and mobile sources. All assumptions used in the air emissions calculations should be included in the EIR; such as emission factors used in the emission calculations. Include the reasoning for selecting the emission factors and include the emission factor data source. Modeling results should include detailed output reports that include data input parameters, assumptions, and default modification, if applicable. The quantitative analysis needs to address criteria pollutants, greenhouse gases, air toxics, and diesel particulate matter and be compared to APCD's CEQA thresholds.
   c) As discussed above, greenhouse gases should be quantified as part of the project. The short term greenhouse gas impacts from the construction should be amortized over the life of the project and added to the operational phase impacts. Additionally, if the project will result in any loss and or conversion of vegetated land (i.e., cropland, forestland, grassland, wetlands, other) the GHG emissions associated with that loss or conversion should be quantified and mitigated as appropriate.

d) A cumulative impact analysis should be performed to evaluate the combined air quality impacts of this project and impacts from existing and proposed future development in the area. This should encompass all planned emission producing activities within one mile of the project.
e) The EIR should describe feasible mitigation measures to reduce air quality impacts on-site.
f) Health Risk Assessment –Type A - New Toxic Source that Impacts Sensitive Receptors: Based on the limited information provided in the project referral, this project may involve the use of numerous pieces of heavy-duty diesel equipment and trucks, backup diesel generators or fuel tanks/storage. Diesel particulate matter is listed as a toxic air contaminant by the California Air Resources Board with no identified threshold level below which there are no significant effects. The EIR should indicate whether the project has the potential to emit toxic or hazardous air pollutants in close proximity to sensitive receptors. Sensitive receptor locations include schools, residential dwellings, parks, day care centers, nursing homes, and hospitals. Health impacts may be significant due to increased cancer risk for the affected population, even at a very low level of emissions. Such projects are required to prepare a health risk assessment to determine the potential level of risk associated with their operations.

   In July 2009, the California Air Pollution Control Officers Associations (CAPCOA) adopted a guidance document HEALTH RISK ASSESSMENTS FOR PROPOSED LAND USE PROJECTS to provide uniform direction on how to assess the health risk impacts from and to proposed land use projects. The CAPCOA guidance document focuses on how to identify and quantify the potential acute, chronic, and cancer impacts of sources under CEQA review. As defined in the CAPCOA guidance document there are basically two types of land use projects that have the potential to cause long-term public health risk impacts and are named Type A and Type B.

   This project may be a Type A project; a new proposed land use project that generates toxic air contaminants (such as the use of fuel storage tanks, backup generators, diesel trucks and equipment) that impact sensitive receptors. Air districts across California are uniform in their recommendation to use the significance thresholds that have been established under each district's "Hot Spots" and permitting programs. The APCD has defined the excess cancer risk significance threshold at 10 in a million for Type A projects in San Luis Obispo County. A health risk assessment may be needed to determine potential health risks to impacted residents.
g) Traffic Study: To aid in the air quality analysis, a traffic study should be included in the EIR which includes the total projected daily traffic volumes. The traffic study results can be used in the quantitative and qualitative analyses by providing a tool for comparing trip generation between different alternatives and evaluating effectiveness of mitigation methods for reducing traffic impacts.

4. Permit Stipulations/Conditions:
   See Section 2 for applicable permit requirements.

5. Alternatives:
   Any alternatives described in the EIR should involve the same level of air quality analysis as described in section 3. The EIR should include a range of alternatives that could effectively

minimize air quality impacts. A quantitative analysis of the air quality impacts should be generated for each of the proposed alternatives.

6. Reasonably Foreseeable Projects, Programs, or Plans:
   Any requirements addressed in the Stipulated Abatement Order should be addressed in the EIR, such as the Particulate Matter Reduction Plan.

7. Relevant Information:
   The most current version of the San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook is to be used as guidance for assessing the air quality impacts for this project and defining mitigation measures. It is available via the APCD web page:
   http://www.slocleanair.org/rules-regulations/land-use-ceqa.php

8. Further Comments:

   Dust Control Measures
   Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. Projects with grading areas that are greater than 4 acres or within 1,000 feet of any sensitive receptors shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).
   a. Reduce the amount of the disturbed area where possible;
   b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to mitigate dust emissions:
      http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm;
   c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
   d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
   e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
   f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
   g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
   h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
j. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
l. All PM_{10} mitigation measures required should be shown on grading and building plans; and,
m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

Demolition/Asbestos

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing structures or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Engineering & Compliance Division at (805) 781-5912 or go to slocleanair.org/rules-regulations/asbestos.php for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of slocleanair.org/library/download-forms.php.

Lead During Demolition

Demolition of structures coated with lead-based paint is a potential health concern. Improper demolition can result in the release of lead-containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead.

Therefore, proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required. Contact the APCD Engineering & Compliance Division at (805) 781-5912 for more information. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at (805) 781-5544 or Cal-OSHA at (818) 901-5403. Additional information can also be found online at www.epa.gov/lead.

Developmental Burning

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.

Idling Restrictions near Sensitive Receptors for Diesel Equipment

Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The location of the staging areas and diesel equipment operations near sensitive receptors needs to be identified in the EIR. The APCD recommends restricting the siting of the idling areas at least 1000 feet away from sensitive receptors as defined in the conditions below:

- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Use of alternative fueled equipment is recommended whenever possible; and,
- Signs that specify the no idling requirements must be posted and enforced.

Truck Routing

Proposed truck routes should be evaluated to define truck routing patterns that will have the least impact to residential communities and sensitive receptors, such as schools, daycare facilities, hospitals and senior centers. The project must utilize truck routes that have the least impact to sensitive receptors.

Fugitive Dust and Private Unpaved Road and/or Driveway Mitigation

A dust control plan addressing unpaved roads should be included in the EIR. This plan should explain how fugitive dust impacts from the unpaved roads will be mitigated.

Since vehicles will be driven on unpaved roads, fugitive dust impacts should be estimated, and impacts compared with thresholds found in the most current version of the San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook. If the thresholds are exceeded, mitigation measures found in the CEQA Handbook must be implemented.

Implement and maintain design standards to ensure vehicles that use the private unpaved road in the project location are physically limited to the posted speed limit.

If this measure does not adequately reduce the fugitive dust below the 20% opacity limit identified in APCD's 401 "Visible Emissions" rule or if dust is emitted offsite, the project proponent shall work with the APCD to define additional mitigation measures that are necessary to minimize nuisance impacts.

In addition to the unpaved road/driveway mitigation, this project may be subject to the following standard operational phase air quality mitigation measures:

1. Pave the road to meet County Public Improvement Standards. Prior to issuance of conditions of approval for the project, the applicant shall work with County Roads Division to ensure:
   a) Their paving standards will be met; and
   b) The County is prepared to maintain the new paved section of road; or
   c) That the County is satisfied with an alternative maintenance mechanism that will meet County requirements, or;

2. For the life of the project, maintain the private unpaved road to the project location with a dust suppressant such that fugitive dust emissions do not exceed the 20% opacity limit identified in APCD's 401 "Visible Emissions" rule and such that offsite dust emissions from the site do not occur. A list of approved dust control suppressants can be obtained from the APCD.

<u>Construction Activity Management Plan</u>
If the estimated emissions from the actual construction fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance (ROG+NO_x and/or PM) after the standard and BACT measures are factored into the estimation, then an APCD approved CAMP (See the APCD's 2012 CEQA Handbooks Technical Appendix 4.5 for CAMP Guidelines) and off-site mitigation need to be implemented in order to reduce potential air quality impacts to below a level of significance.

The CAMP should be submitted for review and comments prior to the start of construction and should include, but not be limited to, the following elements:
- A construction equipment Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the "dust control measures" section;
- Tabulation of information of on and off-road construction equipment that is expected to be used on the project (hours of operation/useage, manufacturer name, type of equipment (Grader, Scraper, Dozer, Engine, etc.), engine horsepower, engine Tier, engine Model/Year, Equipment Identification Numbers – DOORS EIN#). If equipment has multiple engines, include information for each engine.
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

<u>Wood Combustion</u>
Under APCD Rule 504, only APCD approved wood burning devices can be installed in new dwelling units (including residences, hotels, motels, lodges, etc.). These devices include:
- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-

recognized testing lab;
- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

If there are questions about approved wood burning devices, please contact the APCD Engineering and Compliance Division at (805) 781-5912.

Fire Pits
If the project will include fire pits, the following comments apply to operational phase impacts.

Recent studies that examined the impact of bonfires/campfires on public health showed that smoke from bonfires/campfires impacted air quality in nearby residential areas. To address air quality impacts APCD recommends the following:
- Locate fire pits at least 700 feet from the nearest residence; or,
- Fire pits should be at least 100 feet apart (If a recreational area or city has 15 or fewer fire pits, they must be separated by at least 50 feet); and,
- Fire pits should not be used when air quality for fine particulates ($PM_{2.5}$) is forecasted to exceed 100 on the Air Quality Index (AQI).
- If fire pits are included in the project, the APCD recommends that the campground/fire pit operator prohibit fire pit use during poor air quality conditions.

The APCD also recommends locating the fire pits:
- at least 100 feet apart; and,
- as far as feasible from residences or hotel/motel units; and,
- at least 700 feet from the nearest residence.

As defined in APCD's Rule 402, a person shall not discharge, from any source whatsoever, such quantities of air contaminant or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safely of any such persons or public, or which cause or have a natural tendency to cause, injury or damage to business or property. If fire pits are included in the project and have the potential to cause nuisance impacts, the campground/fire pit operator needs to proactively take steps to reduce these impacts.

Thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-5912.

Sincerely,

Gary Arcemont
Air Quality Specialist

cc: Gary Willey, APCO, APCD
Dora Drexler, Compliance Division, APCD
Tim Fuhs, Compliance Division, APCD
Brian Aunger, Engineering Division, APCD

Northern Chumash Tribal Council

A Native American Corporation - NorthernChumash.org
P.O Box 6533 Los Osos, CA 93412
805-801-0347

California Department of Parks and Recreation June 8, 2018

Re: Notice of Preparation of an Environmental Impact Report

The Northern Chumash Tribal Council, Inc. (NCTC) is offering our California Tribal Perspectives on this Notice of Preparation and the direction of the Draft EIR and EIR.

It is NCTC's indigenous perspective that the Oceano Dunes is a place that must be preserved for all Peoples, the access to these Sacred Lands must be fair and equal, with the utmost care for the Dunes Lands themselves.

The Chumash Living Sacred Lands which we now call the Oceano Dunes have been the home of the Chumash Nation for over 10,000 years. The Life Ways of the Chumash Peoples living in the Sacred Dunes were able to experience a peaceful, serene, quite, combined with Sacred Places of deep reflections by living with and utilizing these wonderful Sacred Natural Wonders bringing forth the profound understanding of life and living/giving together as a family/community, working together with neighbors and traders, living an understanding of great harmony through the reality of the Sacred Chumash Dunes.

State Parks attempts to use the 1975 General Development Plan as their guide for program-based goals and guidelines, the GDP is out dated, does not include any meaningful representation of the Indigenous Peoples Community, the Chumash Community in particular. This GDP has completely left out any meaningful consultation with the California Native American Chumash Community, and any that are mentioned are outdate, inaccurate or are just not true. In order to come into compliance the GDP must be brought up to the standards of California Native American protocols that are a must for all agencies, under Executive Order B-10-11, SB 18, AB 52 and all laws and regulation pertaining to the involvement and respect to the First Peoples of California. The GDP must be review for compliance with all Law and Regulation for the preservation and protections of California Native American Culture and Heritage. No meaningful consultation for this NOP was done, in violation of CEQA, AB52, and Executive Order B-10-11.

In State Parks preparation of a Public Works Plan (PWP) and SVRA have forgotten to have meaningful consultation with Stake Holders, the Chumash Community, which is not General Public, we have regulatory review over all project in our Lands in San Luis Obispo County.

Since 1975 the peace of The Chumash Sacred Dunes was alter forever with the permitting of the off road vehicle onto the Sacred Chumash Dunes, whereby destroying the Peace of the Sacred Chumash Duns and denying access to a true Peace of Silence, Peace of Purity of the Sand in the Sacred Chumash Dunes, Peace of Walking unaffected in the Sacred Chumash Dunes, Peace of Being, Peace of Ceremony, Peace of Life, the Chumash Peoples have been denied access to our serene quite peaceful

Fishing Events, Kite Flying Events, Children Educational Events, Lectures, Religious Ceremony Events, Wine and Food Events and so much more.

It is NCTC's opinion that rather than have only 20% of all hospitality business revenue from the current Oceano Dunes vehicular economy, but, expand the Sacred Chumash Dunes and grow overall revenue by over 40%, because most of these events based round people, which will be staying in our lodging and eating at our great restaurants, and purchasing gifts, buying local gas, and all the other amenity from our local businesses, rather than bring supplies with them, and staying on the beach. One marathon has the potential to bring over 50,000 people for a one day event.

The economy for Oceano needs to benefit from the activities on the Sacred Dunes, Oceano should have a boardwalk with business allowed to sell their goods along the boardwalk, and Oceano need the tax revenues from its local business to provide business improvements and community infrastructure to builds a strong community for the future. The community of Ocean must have a share of the revenue stream from activities on the Ocean Dunes. Coordinating Peoples events with the community of Oceano will allow Oceano to grow in a healthy manner.

Removing the vehicles every other month from the Sacred Chumash Dunes will reduce the particulate matter in the air, whereby improving the health of the south county residents.

The California Coastal Commission, County of San Luis Obispo and State Parks must look at all possibilities, and provide equal and unobstructed access to the Sacred Dunes for ALL Peoples.

The Sacred Chumash Dunes would provide a world-class educational environment for so many non-vehicular events that local business would see an incredible increase in revenues, it is time to look at the future when there will be no vehicles on the Sacred Chumash Dunes.

The Northern Chumash Tribal Council, Inc., (NCTC) was formed under the guidelines of California Senate Bill 18 April 26, 2006, as a State Recognized Tribal Government, by the Native American Heritage Commission, located in Los Osos CA, organized and dedicated to preservation of the Chumash Culture, Heritage and Sacred Sites. NCTC is dedicated to meaningful consulting with local governments, agencies, consulting with the development community, and supporting tribal community well-being.

1. The Northern Chumash Tribal Council (NCTC) a non-profit State and Federal tax exempt corporation meeting all the qualifications to be placed on the State of California Native American Heritage Commissions (NAHC) California Environmental Quality Act list for local government consultation concerning Cultural Resources issues in San Luis Obispo County.
2. The NCTC has met all the qualifications to be placed on the NAHC Senate Bill 18 and CEQA list for General Plan Amendments and land use issues with local Cities and Counties.
3. The NCTC is a Chumash Senate Bill 18 compliant Chumash Tribal government located in San Luis Obispo County.
4. The NCTC is recognized as a Native American tribal government by the surrounding community, including other Tribes and local governments.

Way of Life/Religion, denying the Chumash Nation the Indigenous Peoples of this land equal standing with all other peoples, while disrespecting the right of Indigenous Peoples to be different, to consider themselves different, and to be respected as such, denying that all Peoples contribute to the diversity and richness of civilization and cultures, which constitute the common heritage of humankind.

Denying the Chumash Peoples based on doctrines, policies and practices based on or advocating superiority of peoples for specific uses to Sacred Lands and/or groups on the basis of economic development, disregarding the respect for Indigenous knowledge, cultures and traditional practice which contributes to sustainable and equitable development and proper management of the environment on the Oceano Dunes, is unacceptable. The Chumash Peoples and a majority of the People that live in San Luis Obispo County have been denied the Peaceful Access to the Oceano Dunes/Sacred Chumash Dunes. For 365 days a year the Chumash Peoples/local communities are being denied access to peacefully engage in our Way of Life/Religion unencumbered.

American Indian Religious Freedom Act and UN Declaration of Rights Indigenous Peoples, Californian SB 18, all provide protections for Tribal Culture and Traditional Religious Rights, freedom to worship through traditional ceremony, which has been affected, altered and denied in the Oceano Dunes. In accorded with 350 million Indigenous Peoples worldwide and over 140 Nations state the following, Article 30 UNDRIP: 1. Indigenous peoples have the right to maintain, control, protect and develop their culture heritage, traditional knowledge and traditional cultural expression, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literature, designs, sports and traditional games and visual and performing arts, They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional culture expressions. 2. In conjunction with indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights. Article 32: 1. Indigenous peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources. 2. States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources. 3. State shall provide effective mechanisms for just and fair redress for any such activities, and appropriate measures shall be taken to mitigate adverse environmental, economic, social, cultural or spiritual impacts.

NCTC would like to see a fair and unencumbered solution to Peaceful access to the Sacred Chumash Dunes, every other month should be Peaceful Peoples Month with NO Vehicle allow on the Beach or Dunes, during these times special promotions for non-vehicular events, Equestrian Events, Marathon Events, Music Events, Yoga Events, Bicycle Racing Events, Canoe Events, World Class Surfing Events, Wounded Warrior Events, Special and Disabled Events, Weddings, Family Celebrations, all camping on the beach will be assessed by walking or equestrian transportation to and from camp sites, all camp fires must have a metal fire pit, no camp fires on the sands directly. Bird Watching Events,

5. The NCTC consulting teams are engaged in consultation with local and state government agencies, business agencies, developers, conservation entities and every City in San Luis Obispo County and the County itself regarding land uses issues, environmental issues and cultural resources issues.

Thank you for the opportunity to comment.

Then Northern Chumash Tribal Council, Inc.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes SVRA Public Works Plan

1 message

Oceano Beach <oceanobeachca@gmail.com> Thu, Jun 7, 2018 at 1:16 PM
To: info@oceanodunespwp.com

The Oceano Beach Community Association is a coalition of residents and business owners working together to create positive change for Oceano.

The EIR for the ODSVRA must include a full assessment of the impacts of the vehicle entrances at Grand Avenue and Pier Avenue. These entrances were supposed to be temporary, but have continued to be used for many years despite adverse impacts on the environment and local community.

Per the California Coastal Commission staff report prepared for a hearing on January 12, 2017, “The current entrance and staging areas were designated as interim under CDP 4-82-300, with the goal of potentially locating a permanent access and staging area to the south that would avoid conflicts between more passive recreation type use and OHV use, as well as to eliminate the need for vehicles to cross Arroyo Grande Creek…. DPR has failed to designate and operate a permanent access and staging system as required. This represents a three decade old violation of the CDP.”

This violation must end. We advocate that the Grand and Pier Avenue vehicle entrances be closed, with no vehicles allowed on the beach or dunes north of Arroyo Grande Creek.

The unincorporated town of Oceano is negatively impacted in numerous ways by allowing thousands of vehicles to enter Oceano’s beach via Pier Avenue and drive miles south along a “sand highway” to the OHV riding area. Heavy truck and trailer traffic on Pier Avenue makes the street unsafe for pedestrians and bicyclists, and creates noise and clouds of unhealthy dust and sand. Our economically-disadvantaged community is being held back from redevelopment of this potential business corridor because of State Park’s use of our street as its gateway. Along Pier Avenue, there are shuttered shops and restaurants, for sale signs that have been in place for years, and neglected, litter-strewn and weedy lots. The residents of the beach town of Oceano do not have a safe beach of our own. We cannot take our dogs for a peaceful walk, or enjoy watching the sun set into the ocean with our families, or cross the sand to surf, without checking for traffic and worrying about inattentive drivers mowing us down.

To provide a safe beach for Oceano, allow revitalization of Pier Avenue, and protect endangered species and water quality, the Grand and Pier Avenue vehicle entrances to the ODSVRA must be closed and driving restricted to areas south of the creek.

Oceano is not the Gateway to the Dunes but rather the Doormat of the Dunes. In the interests of economic justice, health and welfare, our community deserves better.

Best,
Cynthia Replogle, President
Oceano Beach Community Association
oceanobeach.org

Esteemed OHV Commissioners,

As you are all aware, State Parks recently entered a Stipulated Abatement Order with the San Luis Obispo Air Pollution Control District related to the ODSVRA.

I want to thank State Parks for their continued attention and efforts related to the ODSVRA. It is an area with unique recreational opportunities near and dear to the hearts of many. I know that Mr. Fuzie and team have spent many hours away from their families traveling and collaborating with both the SLO APCD and the public on both the abatement order process and the Public Works Plan (PWP).

The off-road community wholly disagreed with State Parks' decision to enter into such an agreement versus fighting the largely unsubstantiated claims of a small local agency. However, we understand that the agreement is now in place and our best course of action is to stay closely involved in the PWP process and watch how the abatement order plays out over the next year.

We are already seeing a major safety issue caused by the 38 acres of wind fencing installed and it needs to be called out early in this abatement process. This 38-acre plot of wind fencing has drastically changed the dune structure east of the fenced area and created dangerous conditions for riders. It has created witches eyes and short razorbacks that even the most experienced riders would have to avoid without crashing, not to mention the OHV renters who do not have the experience to know what to avoid.

Rider safety must be accounted for when discussing wind fencing placement.**Far more than 38 acres of riding area was lost because hundreds to over 1,000 feet east of the 38 acres of fencing is now hazardous for OHV activity. Therefore, we are fearful of the extent of damage and loss of riding area that will result from the installation of the remaining wind fencing to reach the 100-acres called for in the abatement order.** The off-road community is fearful about the lack of representation for OHV interests in addition to the lack of overall knowledge of OHV recreation within the Science Advisory Group (SAG). OHV activity was not considered when the 38 acres of wind fencing was installed.**The SAG must understand OHV needs and safety issues already caused by the wind fencing before any more wind fencing is installed.**

Another item of major interest being watched closely by the off-road community is the re-opening of several riding areas that can happen today.

1) The Stipulated Abatement order says, "The easternmost array shown in Map 1 is in an area that was not historically vegetated, but it was part of State Parks' original plan for 2018 and is already installed; thus, it has been incorporated into the plan for 2018. Now, this array is not intended to be permanent nor to be an area for eventual revegetation, though mitigations in this same area are not precluded in the future." Historically, we have seen that areas are fenced off quickly, but not reopened in a timely manner. The off-road community would like to see this area opened back up to OHV activity immediately as it is not planned for revegetation.

2) As the dunes change and the distance between vegetation and the fence lines grow, fence lines should be pushed back up against the vegetation, providing more riding area. We would like State Parks to immediately push fence lines back to the vegetation while they are installing wind fencing per the abatement order.

3) In several areas on the perimeter of the park, there is a large gap between the fence line and State Parks' property line. We would like State Parks to immediately push fence lines back to the property line while they are installing wind fencing per the abatement order.

4) Several years ago, an area within the OHV riding area was fenced off for planned restroom facilities. The facility project was abandoned, but the area remains fenced off. We would like State Parks to immediately open the area back up to OHV activity while they are installing wind fencing per the abatement order.

5) Many years ago, a massive area was fenced off for Least Tern nesting, which has been largely (or completely) ineffective. We would like State Parks to consider reopening at least a portion of this area to OHV activity.

The off-road community is a large stakeholder group that must be considered throughout this process. It would show extreme goodwill to the off-road community if State Parks makes the minimal adjustments to

fencing mentioned above, while simultaneously complying with the stipulated abatement order.

Thank you for your continued attention to this matter.

Regards,
Lyndi Love-Haning
San Luis Obispo County (Nipomo Mesa Resident)

Amy Granat
Managing Director
California Off-Road Vehicle Association
Amy.granat@corva.org
916-710-1950

06/08/2018

To: California Department of Parks And Recreation

Re: Comments on Public Works Plan for the Oceano Dunes State Vehicular Recreation Area (SVRA)

Good day,

Thank you for the opportunity to comment on the Public Works Plan for the Oceano Dunes State Vehicular Recreation Area (SVRA). Please accept these comments on behalf of the Surfrider Foundation San Luis Obispo Chapter ("Surfrider"). Surfrider Foundation's mission is the protection of our ocean, waves, and beaches through a powerful activist network. Our comments focus on a few issues which, over years of observing management of Oceano Dunes, we feel could be significantly improved.

The first issue is insufficient trash collection and recycling opportunities along the dunes and in beach areas. Trash left behind by beach users can be spread and ingested by birds, can be transported into the dunes and watersheds by birds and the wind, and can be taken into the ocean by the wind and changing tides. Park management should better educate the public and more actively enforce litter regulations by providing better signage and increased enforcement. Further, directions to trash receptacles should be provided upon vehicle entry and recycling bins should be available. We reference improved trash collection along the beach at Pismo Beach. When Pismo Beach provided hinged covers for trash cans on the beach, it allowed the contents to remain safe from being removed by seagulls while beach-compatible trash trucks were still able to unload the cans' contents. Improved trash collection opportunities and enforcement of "NO Littering" (including cigarette butts) regulations, would illustrate to the community that State Parks is at least as committed as surrounding communities to decreasing trash pollution in the near-shore environment. Our chapter has discussed this issue with Oceano SVRA leadership in the past. But, it seems the problem will require significant investment by State Parks leadership in Sacramento before the problem is fully addressed.

Secondly, Pismo Beach and other communities regulate Personal Watercraft (PWC) and Jet Skis in the near-shore environment. We believe Pismo Beach prohibits PWC

within 100 feet of the beach and other coastal cities share this type of ordinance. If Oceano Dunes SVRA is committed to adopting similar Local Coastal Plans as surrounding cities, a prohibition of PWC in the near-shore environment is strongly suggested. However, if State Parks feel they might still be able to protect marine mammals, surfers, and swimmers from the impacts of PWC in the near-shore environment, we suggest developing a PWC operator regulations, along with a PWC operator certification and safety program, which will allow PWC riders' continued use of the surf zone of the Oceano SVRA.

Further, we are concerned with the impacts of vehicle crossings at Arroyo Grande Creek. Tidal surges in this area, driver inexperience, fish migration interruption, and impacts on ocean water quality are some of our concerns. With projected sea level rise, these are impacts that will likely continue to increase, and the SVRA should plan to redirect traffic accordingly. When other jurisdictions have continuous issues with creek crossings, they build a bridge. If a bridge is not feasible, we urge further evaluation of alternative ramp locations which are nearer the OHV riding area and campgrounds and which permanently avoid the need for vehicle crossings at Arroyo Grande Creek.

Thank you for your consideration.

Surfrider Foundation San Luis Obispo

Brad Snook

Chair, Surfrider Foundation San Luis Obispo

chair@slo.surfrider.org

(805) 440-9489

CENTER for BIOLOGICAL DIVERSITY
Because life is good.
Protecting and restoring natural ecosystems and imperiled species through Science, education, policy, and environmental law

Via Electronic Mail

6/9/2018

California Department of Parks and Recreation
Attn: Katie Metraux,
Acting OHMVR Planning Manager
1725 23rd Street, Suite 200,
Sacramento, CA 95816
info@OceanoDunesPWP.com

Re: Comments on Notice of Preparation of an Environmental Impact Report for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan.

Dear Ms. Metraux,

These comments are submitted on behalf of the Center for Biological Diversity (the "Center") regarding the notice of Preparation of an Environmental Impact Report for the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.6 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people and wildlife in San Luis Obispo County.

While the current proposed project does not include an update of the General Development Plan, an update to that General Development Plan is long overdue. In the intervening forty years, numerous management issues have arisen that were unforeseen and unaccounted for in the existing management plan. For example, Pismo State Beach and ODSVRA are in identified as Environmentally Sensitive Habitat Area (ESHA) under the Coastal Act (see Attachment), a designation not addressed in the existing General Plan. ESHA are "rare or especially valuable" habitat areas in the coastal zone, given enhanced protection by the Coastal Act. (PRC § 30107.5.) An updated plan must include ways to protect the ESHA and minimize destruction of the natural resources. (*See Banning Ranch Conservancy v. City of Newport Beach*, 2 Cal. 5th 918, 936 [ESHA "must be protected against any significant disruption of habitat values"].)

We believe that Park Service units would greatly benefit from a revision of the management plan to incorporate and codify management directives to protect resources while allowing public access. Therefore, we urge State Parks to consider a more holistic approach to the proposed public works projects and other current projects moving through the CEQA and other processes by starting with updating the General Development Plan. An updated General Management Plan could then act as a basis from which other projects, including the proposed Public Works Plan,

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could tier off of. With all of the current projects/issues that the State Parks Units are currently addressing, it appears that State Parks is piecemealing projects and issues instead of addressing them holistically. This approach violates CEQA because can result in cumulatively "disastrous consequences" could avoid environment review. (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 98; *see also California Oak Foundation v. City of Santa Clarita* (2005) 133 Cal.App.4th 1219, 1225 [By omitting information about the complete scope of the project, an agency fails to provide mandated "information about the effect a proposed project is likely to have on the environment].) We are also concerned that as project/issues move forward on separate tracks that they come in conflict with each other, delaying projects/issues that need to move forward post haste.

I. Diversity of Public Works Plan (PWP)

While we recognize that the proposed projects of the PWP are in conformity with the outdated Management Plan, the variety of projects included in the PWP vary in their resource impacts. By lumping them together into a single PWP complicates the environmental review process and potentially diminishes the thoroughness of the analysis.

Of particular concern is the proposed Oso Flaco Campground and Public Access Project and the proposed "motorized recreation access to southern area of park" from the new campground. We request that State Parks remove this proposal from the PWP at this time. Oso Flaco Lake and the surrounding habitat is home to numerous endangered species and the lake itself is a key spot for stopover and breeding habitat for a variety of avian species that utilize the Pacific flyway. One of our concerns are the potential impacts to the lake and surrounding habitat from increased visitation, particularly by ORVs, by installing a 120-acre campground directly adjacent to this area. As you know, the current land use is agriculture which rarely if ever has night-time activities that could disturb wildlife, and is more compatible with wildlife conservation. The current access to the lake and the beach is through the existing walking bridge and boardwalk where restoration of the dunes has also occurred and is reestablishing nicely. Based on the map and information provided at the public meeting, the "No OHV Riding" area would need to be breached to achieve "motorized recreation access to southern area of park". This proposal does not appear compatible with Local Coastal Plan (LCP), which requires that ESHA be protected and destruction of the natural resources minimized. In fact, the dunes south of the Pismo Dune Preserve are identified as "non-riding, buffer area" in the LCP many years ago. Due to the potential significant environmental conflicts with this proposal, State Parks should remove this proposal if the current CEQA process moves forward.

II. Integration with the ODD HCP

Oceano Dunes District is also embarking on a Habitat Conservation Plan (ODDHCP) which just wrapped up scoping in March 2018. Some of the proposed actions under the PWP may require state and federal wildlife "take" permits issued under the State and/or federal Endangered Species Acts. The term "take" is defined broadly, need not be lethal, and includes to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" or cause another to do so. (16 U.S.C. § 1532(19).) The USFWS has further defined "harass" to include "an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns, including breeding, feeding,

or sheltering." (50 C.F.R. § 17.3.) Additionally, some of the species that are not currently included as potential "covered species" in the ODDHCP include steelhead and tidewater goby, and there may be other affected. Therefore, the proposed actions in the PWP may need to be included as covered activities in the ODDHCP.

III. PWP Proposals

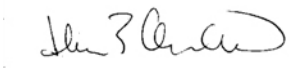
If the other proposals in the PWP move forward through the CEQA process, which we agree will require an Environmental Impact Report, we request that the following be analyzed in the DEIR as part of the package of compliance, avoidance, minimization and mitigation:

- Analyze the proposed projects' environmental impacts to compliance with the air quality abatement order;
- No night riding of vehicles to prevent disturbance and harm to campers and wildlife;
- Permanently protecting a year-round snowy plover and least tern nesting area exclosure so that the wrack line can build up and remain, providing cover, a safe haven and other resources (insects) for the chicks and resident birds throughout the year;
- Revisiting of the Coastal Commission's limit on the number of vehicles on ODSVRA in order to protect resources and implementation of the existing or revised cap in order to provide a safer beach environment;
- Adopt the U.S. Fish and Wildlife Service's recommendation in their 2016 letter to discontinue all large events;
- Discontinue drag racing and all types of racing and jumping of vehicles in the dunes because this area is part of the ESHA;
- Only allow car camping on the beach.

IV. Conclusion

Thank you for the opportunity to submit scoping comments on the PWP and the EIR. We look forward to working with you to assure that the PWP includes projects that help to protect the irreplaceable natural resources at Pismo Beach and ODSVR while also conforming to the state and federal laws' requirements to fully analyze, avoid, minimize or if necessary mitigate all significant impacts to the environment. Please do not hesitate to contact the Center with any questions at the number listed below. We look forward to reviewing the PWP and Draft EIR once it is available for public review. Please keep us on the list of interested public for all notifications related to this and other projects on Pismo Beach and ODSVRA at the contact information below.

Sincerely,



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California Coastal Commission Central Coast Office CentralCoast@coastal.ca.gov

Law Offices of **Babak Naficy**

June 9, 2018

Via Email Only

California Department of Parks and Recreation
Katie Metraux, Acting OHMVR Planning Manager
info@OceanoDunesPWP.com

RE: Notice of Preparation of EIR for Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

I submit these comments on behalf of the Santa Lucia Chapter of the Sierra Club regarding Department of Parks and Recreation's ("State Park") proposed environmental review and adoption of a Public Work Plan ("PWP") for the Oceano Dunes State Vehicular Recreation Area ("ODSVRA").

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State Parks is proposing to adopt a PWP to serve as a long-range land use and development plan in compliance with the California Coastal Act and California Resources Code (14 CCR § 13353). According to the Notice of Preparation ("NOP"), the PWP would be reviewed and certified by the California Coastal Commission and is intended to replace the 1982 Coastal Development Permit (CDP).

While the Sierra Club advocates for a reimagining and redesign of the Park as a passive-use, visitor-serving coastal facility that allows only limited car camping as the sole permitted vehicular recreational activity, the proposed PWP raises a number of critical legal questions that must be resolved before the PWP can be properly vetted and considered for approval. Moreover, the project description provided in the NOP is far too cursory and incomplete to allow meaningful substantive comments regarding the type of analysis the EIR must include.

1. **The PWP is a planning tool that cannot replace the Coastal Development Permit.**

   The NOP and State Park's related informational materials mention 14 CCR 13353 as the authority for the PWP, but fail to mention that PWPs are defined by and are subject to the Coastal Act.

   According to Cal. Pub. Res. Code § 30605, PWPs are intended

   > [t]o promote greater efficiency for the planning of any public works or state university or college or private university development projects and as an alternative to project-by-project review, plans for public works or

> state university or college or private university long-range land use development plans may be submitted to the commission for review in the same manner prescribed for the review of local coastal programs as set forth in Chapter 6 (commencing with Section 30500). …

This statute makes it clear that contrary to State Parks' "explanation", a PWP is a land use tool for the planning of specific development projects; it is not intended to govern the operation of a state park such as the ODSVRA. Accordingly, the proposed PWP cannot replace the existing CDP, which in part governs the day-to-day operation and management of the ODSVRA. This issue must be clarified and adequately addressed both in the PWP and the Environmental Impact Report ("EIR").

2. **The PWP is subject to the Coastal Act, which requires State Parks to consult with San Luis Obispo County to ensure it conforms to San Luis Obispo's Local Coastal Plan.**

State Parks appears to be under the false impression that the PWP is subject only to the standards contained in the Coastal Act. According to the Coastal Act, however, if a PWP "is submitted after the certification of local coastal programs, any such plan shall be approved by the commission only if it finds, after full consultation with the affected local governments, that the proposed plan for public works is in conformity with certified local coastal programs in jurisdictions affected by the proposed public works." Cal. Pub. Res. Code § 30605. Accordingly, the Coastal Commission must (1) review the PWP in consultation with San Luis Obispo County, and possibly other agencies such as the City of Grover Beach, and (2) ensure the PWP is consistent with all applicable local coastal programs that would be affected.

3. **State Parks must revise and update the ODSVRA General Development Plan before it can approve the PWP.**

While the NOP admits the PWP must be consistent with the ODSVRA General Development Plan, it fails to mention that the current ODSVRA General Development Plan is 40 years old and woefully inadequate. The existing ODSVRA, both operationally and structurally, bears no resemblance to the description of the park described in the ODSVRA General Plan.

Pursuant to Pub. Res. Code §5002.2 (a)(1): "Following classification or reclassification of a unit by the State Park and Recreation Commission, and prior to the development of any new facilities in any previously classified unit, the department shall prepare a general plan or revise any existing plan for the unit." Accordingly, before State Parks may undertake any of the projects proposed pursuant to the PWP, it must revise the General Plan.

State Parks must revise and update the General Development Plan also because according to the San Luis Obispo County's LCP, State Parks must revise its General Plan to ensure it conforms to the County's LCP. In a published decision, the Second District Court of Appeal

recognized that:

> "Standard 4 of the South County—Coastal Area Plan states: 'The General Development Plan (GDP) *shall be revised in accordance with the Local Coastal Plan'* but does not say when. (Italics added.) Read in the context of the Coastal Act (§§ 30604, subd. (b); 30519, subd. (a)), standard 4 merely requires that the State Parks General Development Plan be revised before a permit issues for new development." Sierra Club v. California Dep't of Parks & Recreation (2012) 202 Cal. App. 4th 735, 742–43.

The PWP is clearly the type of project whose approval would trigger State Parks' obligation to revise and update its General Plan in conformity with the County Local Coastal Plan.

4. Some of the projects proposed by the PWP will be impossible to review without detailed and meticulous protocol-level surveys. For example, the Oso Flaco camping and "improved access" proposal could potentially cause very serious environmental impacts on special-status plants and animals. Accordingly, the EIR's analysis of the impacts must be informed by protocol-level surveys for all species that could potentially be affected by the Project. Given the sensitivity of the coastal ecosystem and the County LCP and Coastal Act's strong policies favoring resource protection, State Parks must take great care to identify any Environmentally Sensitive Habitats (ESHA) and other biologically significant habitat that could be affected, either directly or indirectly, by the proposed projects. State Parks must ensure the environmental impacts of any potentially feasible mitigation measures and alternatives to the preferred project are understood and adequately explained.

Sincerely,

Babak Naficy

Babak Naficy, counsel to
Sierra Club

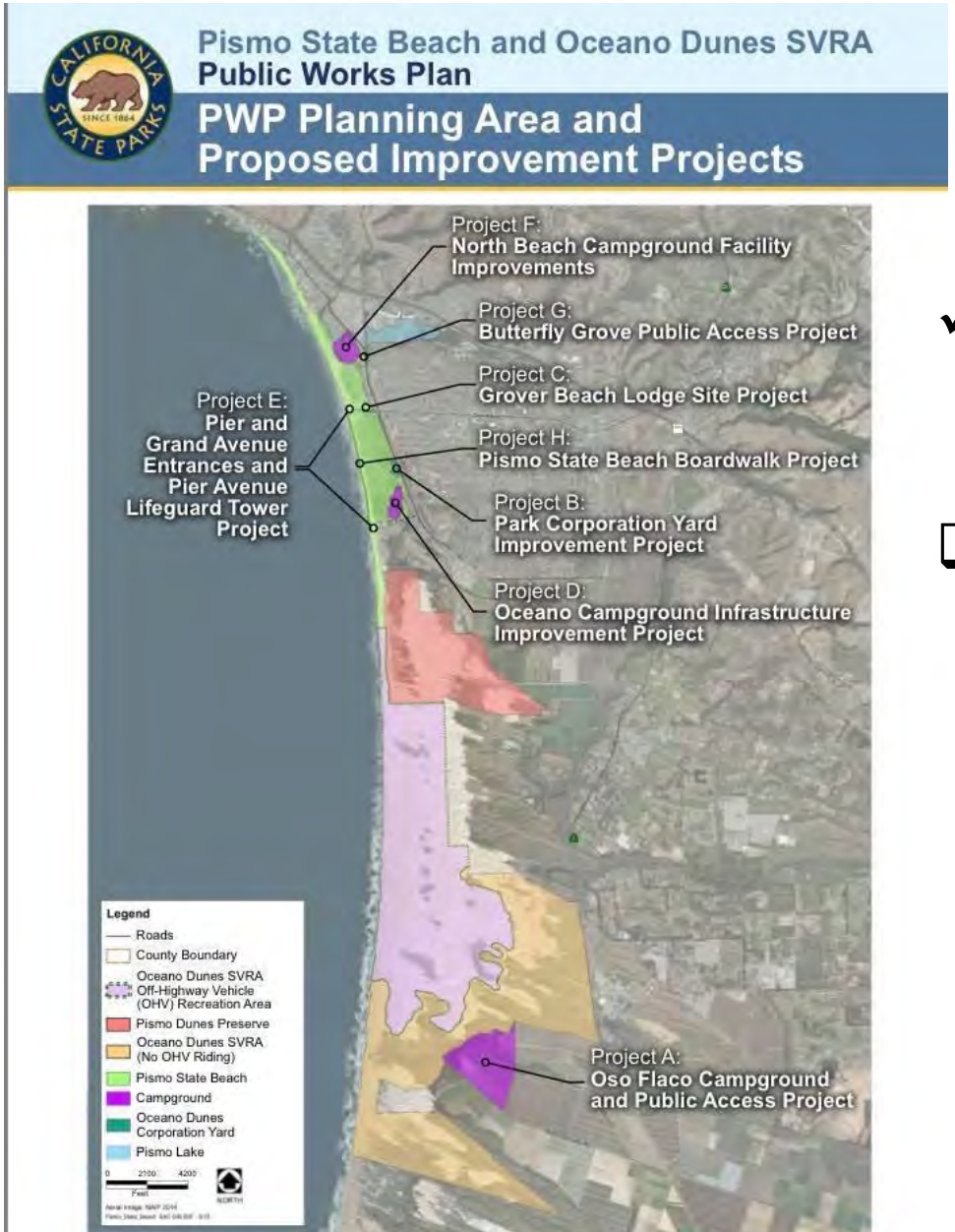
cc. County of San Luis Obispo
California Coastal Commission

Protecting the Future of Coastal OHV Recreation

Friends of Oceano Dunes ("Friends") would like to submit this document as part of the Public Works Plan.

Friends requests the following:

- Establish balanced land use, 50% of the acres for recreation and 50% for other mitigations (buffer, dust, Endangered Species)
- All perimeter fences be returned to the outer most location to provide the most recreational opportunity possible.
- A "No Net Loss" philosophy be embraced. Anytime an acre must be closed, another acre must be opened to offset it. This ensures no net loss of recreational acreage.
- Beach raking and sweeping be reinstated to remove trash and debris.
- Trail systems through the 40 acre parcel by Oso Flaco with a scenic overlook area complete with a picnic table.
- Vegetate sand sheets, not dunes. Please see remaining slides for details.

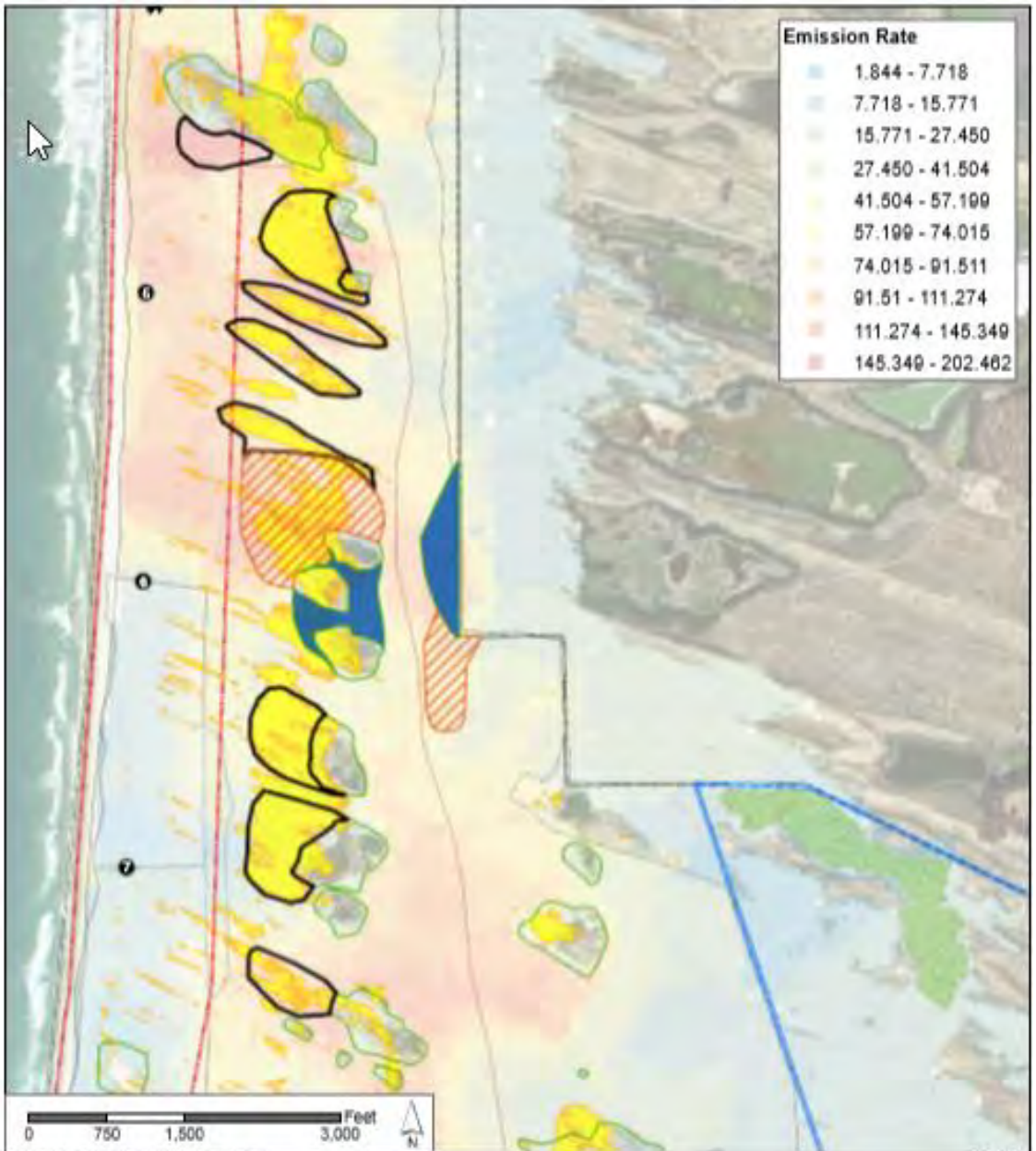


- ✓ Friends agrees with projects A,B,D,E,F,G,H

- ❑ Friends does not agree with the Grover Beach Lodge Project C.
  Friends believes this project WILL impact the historic use of the park. (see next slide)

5003.02.1. (a) The Legislature hereby finds and declares that the department and the City of Grover Beach, in a joint project, are in the process of entering into an operating agreement for the purpose of negotiating a concession contract for the development of extensive new facilities at Pismo Beach State Park, and that the standard,20-year term is insufficient to enable the concessionaire to amortize the type and scale of improvements that the department and the city will require the concessionaire to make. (b) The Legislature further finds and declares that approval of commercial development at Pismo Beach State Park does not provide precedent for commercial development in other units of the state park system and is a one-time exception to Sections 5019.53 and 5080.03by reason of the following circumstances:

(1) The general plan for the state park provides for the project.
(2) The site is located on the perimeter of the state park and adjacent to State Route 1.
(3) The development will not impact the resources or the public's use of the state park.
(4) The land proposed to be developed is suitable for commercial development. (c) Pursuant to subdivision (a) of Section 5080.18, the term o fthe concession contract entered into by the department and the City of Grover Beach with a concessionaire for the development of new facilities at Pismo Beach State Park may be for a period not to exceed 50 years if the contract also provides that the rent be reviewed and adjusted at least every five years to reflect market rates and economic conditions prevailing in the area in which the concession is located. (d) No contract subject to this section may be advertised for bid, negotiated, renegotiated, or amended in any material respect unless the Legislature reviews and approves the proposed contract in the annual Budget Act.



Friends does not support closing a lot of acreage for vegetating dunes if alternative methods can be used. If vegetating is required, it should only be on sand sheets not dunes.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.

Alternative mitigations like: Tall Netting or Windfence:

These Options Reduce Needed Acreage.

HESLY Wind Breaker Mesh Fence System

New solution for power plants and coal mines wind dust contro

Wind Breaker panels and windbreak wall are the most advanced environmental technology for bulk material wind control and dust pollution control in the large-scale open-air yard, such as coal mine. Installing windbreak wall can reduce a range of wind speeds, improve environmental quality. It can create a more favorable environment for people living and production.

Windbreak wall, also known as wind barrier or wind and dust fence, is the use of a certain opening rate perforated metal sheet to reduce wind speed and dust. First, as a steel barrier to prevent dust flying, the second, creating a microenvironment to regulate the air flow, in order to achieve a large yard wind break and dust control technology. The technology is to maximize the consumption of kinetic energy of wind, to reduce the wind speed, to avoid the wind significant vortex, so as to achieve a good effect of dust control and windproof. The integrated windproof and dust control effect of our windbreak panel wall is very obvious. Wind and dust comprehensive effect of single layer windbreak wall is up to 65% - 85%.

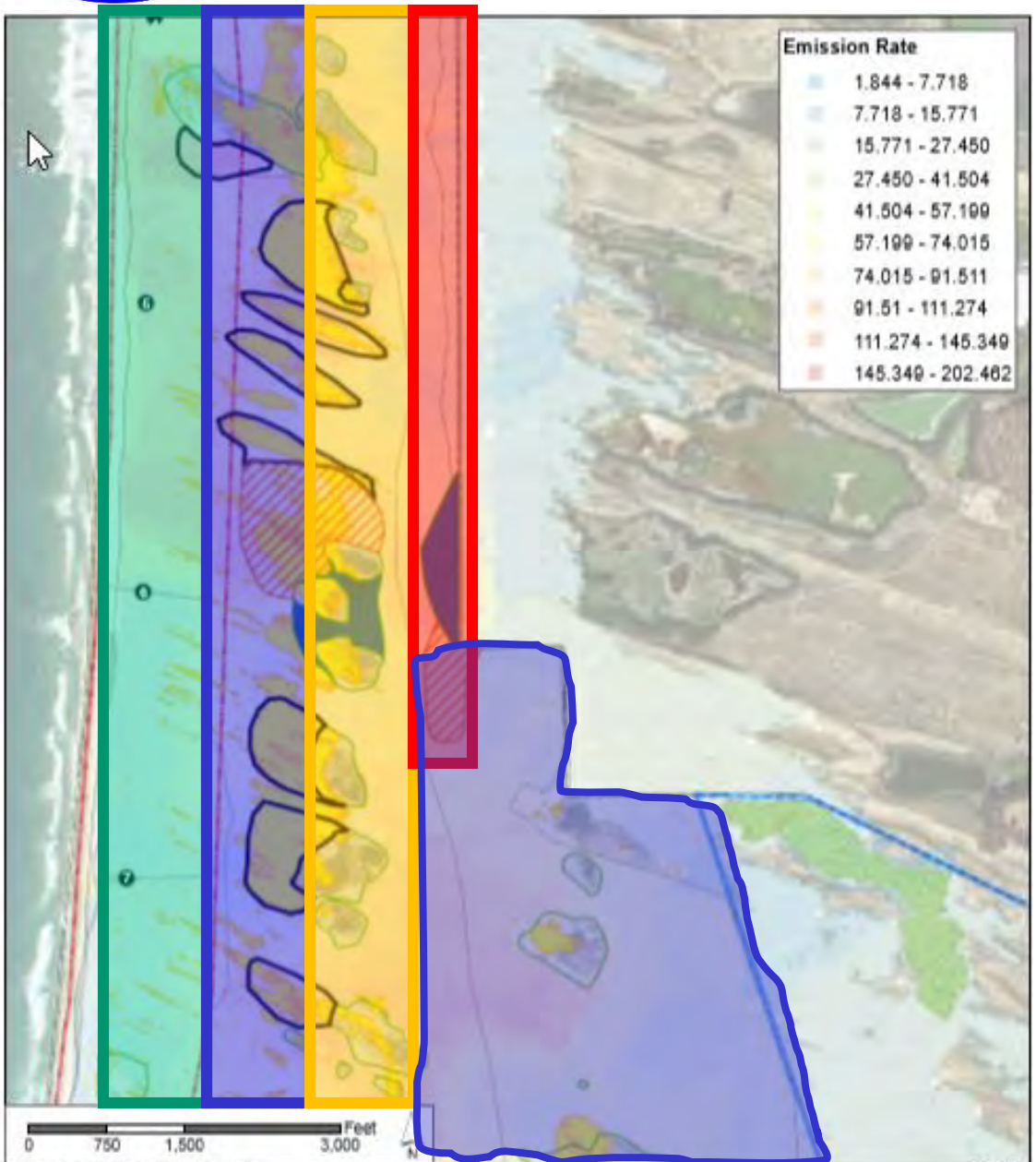
Alternative mitigations like: Shipping Container Fence or Planter

Shipping containers provide temporary flood defences at Dawlish

Trains are once again running into Devon from Waterloo after a day-long line closure when part of an embankment slipped away. Meanwhile shipping containers have been brought in as temporary sea defences in the operation to restore the main line at Dawlish

These Options Reduce Needed Acreage.

Protecting the Future of Coastal OHV Recreation



Friends has divided up the map by area of use and recommendation.

- **Critical Camping Area**
- **Recreational Dunes**
- **Potential Mitigation Area**
- **Preferred Mitigation Area**

Friends requires the following areas to not be closed for the following reasons.

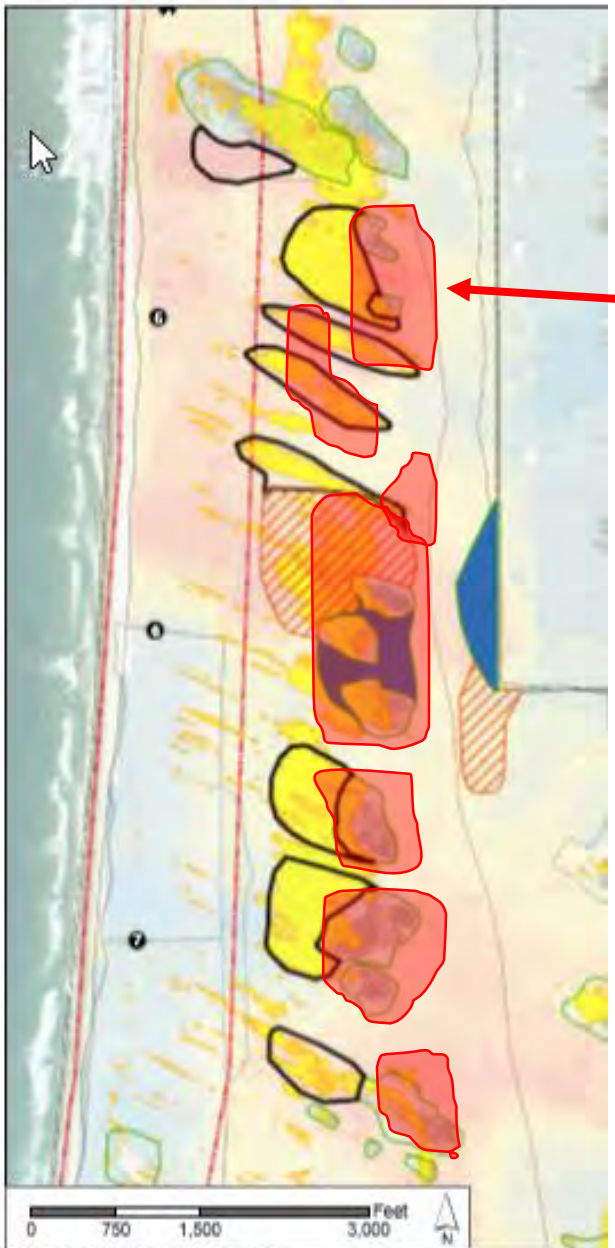
This is within the Snowy Plover Critical Habitat

This was not part of the stipulated abatement order and should be removed or used to offset any acreage for additional closure.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.

Friends prefers not vegetating the foredunes as discussed in the abatement order and would prefer mitigating the eastern fence line as highlighted red here.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.



Friends second choice is to move the islands more to the East as shown here.

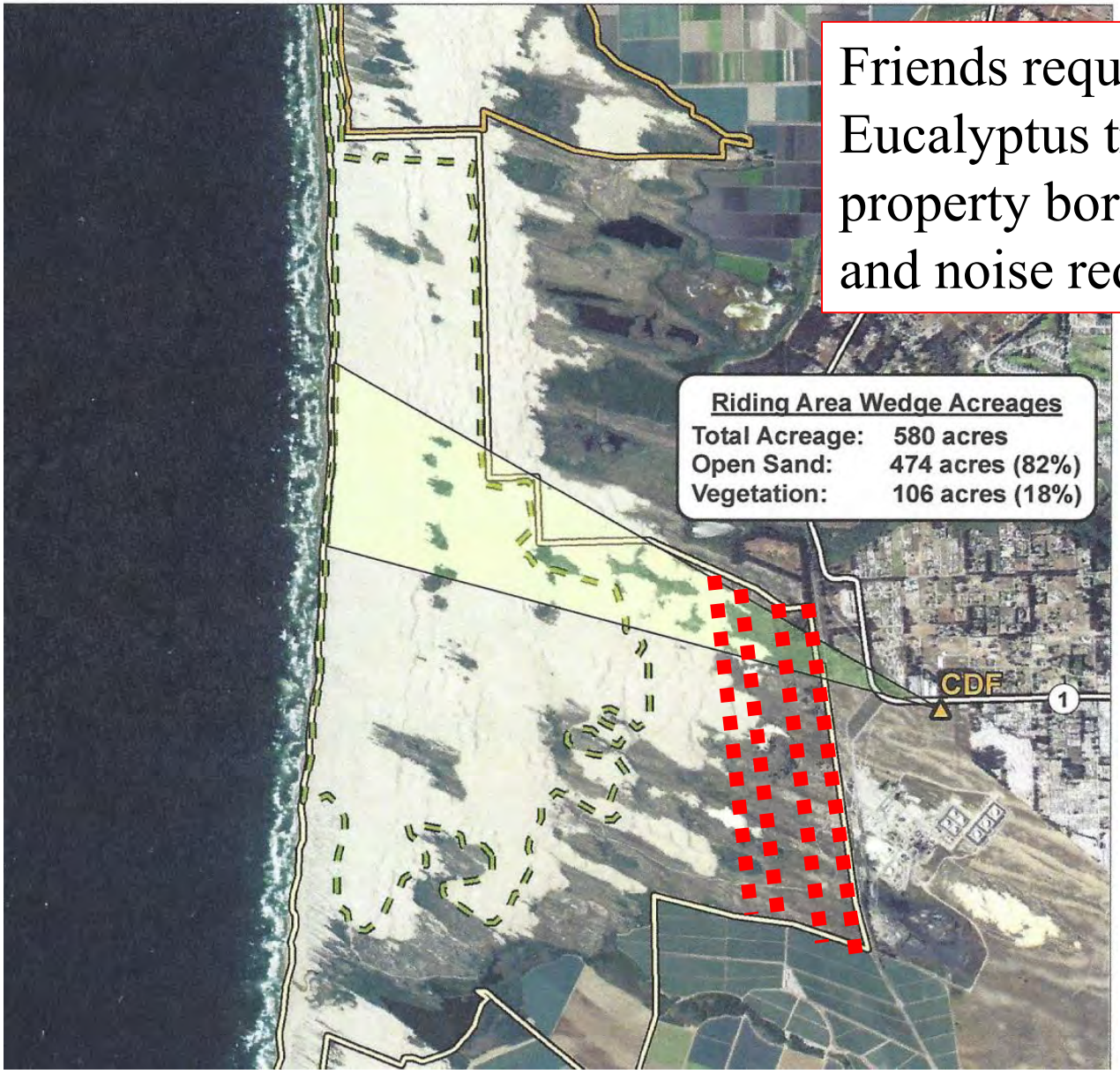
Make a kids ATV training track here. This would be trails through the vegetation.

Develop trail networks through the vegetation.

The focus should be on mitigations that do not impede recreation by using the least amount of acreage possible.

Protecting the Future of Coastal OHV Recreation

Friends requests State Parks plant Eucalyptus trees on the Eastern property border to aide in dust and noise reduction.



Maybe develop large planter boxes to start

Friends appreciates the opportunity to provide comments.

The objective of Friends is to ensure continued recreation (per the legislated mandate) at the Oceano Dunes without the continued loss of recreation.

The following slides highlight the legislative mandates.

Protecting the Future of Coastal OHV Recreation

5090.02. (a) The Legislature finds that off-highway motor vehicles are enjoying an ever-increasing popularity in California and that the indiscriminate and uncontrolled use of those vehicles may have adeleterious impact on the environment, wildlife habitats, native wildlife, and native flora. **(b) The Legislature hereby declares that effectively managed areas and adequate facilities for the use of off-highway vehicles and conservation and enforcement are essential for ecologically balanced recreation. (c)** Accordingly, it is the intent of the Legislature that:

(1) Existing off-highway motor vehicle recreational areas, facilities, and opportunities be expanded and be managed in a manner consistent with this chapter, in particular to maintain sustained long-term use.

(2) New off-highway motor vehicle recreational areas, facilities, and opportunities be provided and managed pursuant to this chapter in a manner that will sustain long-term use.

(3) When areas or trails or portions thereof cannot be maintained to appropriate established standards for sustained long-term use, they shall be closed to use and repaired, to prevent accelerated erosion. Those areas shall remain closed until they can be managed within the soil loss standard or shall be closed and rehabilitated.

(4) Prompt and effective implementation of the Off-Highway Motor Vehicle Recreation Program by the Division of Off-Highway Motor Vehicle Recreation shall have an equal priority among other programs in the department.

(5) Off-highway motor vehicle recreation be managed in accordance with this chapter through financial assistance to local government and joint undertakings with agencies of the United States.

5090.43. (a) State vehicular recreation areas shall be established on lands where there are quality recreational opportunities for off-highway motor vehicles and in accordance with the requirements of Section 5090.35. Areas shall be developed, managed, and operated for the purpose of making the fullest public use of the outdoor recreational opportunities present. The natural and cultural elements of the environment may be managed or modified to enhance the recreational experience consistent with the requirements of Section5090.35.

(b) Lands for state vehicular recreation areas shall be selected for acquisition so as to minimize the need for establishing sensitive areas.

(c) After January 1, 1988, no new cultural or natural preserves or state wildernesses shall be established within state vehicular recreation areas. To protect natural and cultural values, sensitive areas within state vehicular recreation areas may be designated by the division if the Off-Highway Motor Vehicle Recreation Commission holds a public hearing and makes a recommendation therefor. These sensitive areas shall be managed by the division in accordance with Sections 5019.71 and 5019.74, which define the purpose and management of natural and cultural preserves.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

5019.53. State parks consist of relatively spacious areas of outstanding scenic or natural character, oftentimes also containing significant historical, archaeological, ecological, geological, or other similar values. The purpose of state parks shall be to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California, such as the Sierra Nevada, northeast volcanic, great valley, coastal strip, Klamath-Siskiyou Mountains, southwest mountains and valleys, redwoods, foothills and low coastal mountains, and desert and desert mountains. Each state park shall be managed as a composite whole in order to restore, protect, and maintain its native environmental complexes to the extent compatible with the primary purpose for which the park was established. Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations. Improvements may be undertaken to provide for recreational activities including, but not limited to, camping, picnicking, sightseeing, nature study, hiking, and horseback riding, so long as those improvements involve no major modification of lands, forests, or waters. Improvements that do not directly enhance the public's enjoyment of the natural, scenic, cultural, or ecological values of the resource, which are attractions in themselves, or which are otherwise available to the public within a reasonable distance outside the park, shall not be undertaken within state parks. State parks may be established in the terrestrial or non marine aquatic (lake or stream) environments of the state.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

RE: ODSVRA

From: Lucia Casalinuovo <luciagalore@gmail.com>
Sent: Friday, May 18, 2018 1:47 AM
To: PWPinfo@Parks <PWPinfo@parks.ca.gov>
Subject: Re: ODSVRA

Thank you!!!!!
i will not be there because i am in Italy, visiting my family
here are my suggestions
Thank you
We don't need to shut down the offroad park on Oceano Dunes. We simply need to stop fighting and reach a compromise. Many parties are involved, and each needs to win something: off roaders, Mesa residents, endangered species in the creek, Oceano residents, and Chumash sacred sites. Health needs come first and need to be met fully. I suggest fencing off the greatest source of PM10 (La Grande Tract) during wind season. The creek should not be crossed by vehicles to save the endangered species. At the end of Pier Avenue cars should only turn north. The beach between Grand Avenue and Pier Avenue can be used for day use only. This way Oceano residents get their small piece of safe vehicle-free beach south of Pier Avenue and a more livable downtown. Day use cars should not return through Pier Avenue to avoid tracking out sand and creating PM10. Day use cars should exit through the Oceano campground. Parks already has a road in place there, wide and in excellent conditions, through the foredunes onto the beach! This entrance could be used in alternative to Pier Avenue. Chumash sites must be fenced off and rigorously protected. Off roaders will need a new southern entrance. Since there is a smaller area to ride in, there should be a smaller number of visitors allowed. As with all other parks in the nation, the use of the park has to be monitored to adjust the number of visitors to its capacity.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Air Quality Standards Must Be Met

1 message

Joan Rice <joanadriennerice@gmail.com> Mon, May 21, 2018 at 5:29 PM
To: info@oceanodunespwp.com

Dear Members of the Coastal Commission, PLEASE hold the State Parks Division that controls the Oceano Dunes Vehicular Traffic to the California Air Quality Requirements. The air quality on the Nipomo Mesa has registered among the worst in California and the nation. Doctor's have testified to the harmful effects of silica on lung health. I believe that there are reasonable solutions for all: The build-up of dunes near the edge of the ocean and vegetative areas that are both blocked to vehicular traffic. State Parks claim that they need money to pay for the special seeds and manpower. A logical way to receive this money is to charge a $10 admission fee in line with other state park admission fees. Please help keep our air healthy so we feel we can breathe deeply and keep our lungs healthy. I have many lung nodules impeding my breathing. The doctor I saw at Mayo Clinic in Rochester, Minnesota thought my lung inflammation could very well be caused by breathing in silica. Please help us by forcing the State Parks to comply with air quality standards.
Respectfully Submitted,
Joan Rice, RN
Cypress Ridge Resident
Arroyo Grande, CA 93420

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

(no subject)

1 message

Trisha Marsh <trishamarsh31@gmail.com> Thu, May 24, 2018 at 11:15 AM
To: info@oceanodunespwp.com

My name is Patricia Marsh r family loves go but it's extremely hard these past 6 years to go anymore we have a 6 year old son that is disabled he has severe cerebral palsy and it is hard for us to go and take him with his wheelchair and stuff he can't you know go in the sand and things like that and he loves the ocean I really wish you guys would think about it and taking consideration with a handicapped and disabled and maybe look into getting the wheelchairs that are made for the sand and that way you know they are table we're all able to go again thank you

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

PWP for Oceano Dunes pre-meeting comments & suggestions

1 message

Walter Cerny <wceng@sbcglobal.net> Wed, May 30, 2018 at 12:53 PM
Reply-To: Walter Cerny <wceng@sbcglobal.net>
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Dear Oceano Dunes PWP,

First off thanks so much for given us in the community to email comments to you all! Secondly I have to say that I'm a local that wants the park to remain open to visitors for the activities it currently allows. I don't really know exactly all you guys will be covering in your scope of review. But I'm aware of the debate over the particulate matter & have some ideas there that could help your side. I also have some suggestions that could improve the park & even help with some of its environmental issues. I've broken my comments & solutions in two. The first addressing particulate matter issues and the 2nd address matters that frustrate a lot of us locals that love to use the beach at Oceano Dunes.

Particulate Matter Testing And Debate:

I get there is a ton of debate if this is a reality and/or even caused by the 4 wheel activity of the dunes. As an engineer I know the problem with testing is that numbers can be twisted to accommodate both sides of the coin. So here are a few recommendations I'd suggest that be brought up to those doing the testing and insist that they do.

1) Control groups need to be set up. IE do the same testing down at Guadalupe, Pismo, Grover, Arroyo Grande or maybe even Morro Bay. The beach will always kick up sand to any town near by. I've lived near beaches in two states and this is nothing uncommon. This may prove that it's the beach, and NOT 4 wheel activities causing the issue. One can clearly see on windy days the sand blowing off the beach from Pismo to Point Sal.

2) Testing MUST be done to confirm that it's not the near by agriculture fields producing the matter that is irritating people. On any given windy day one driving through Santa Maria can easily see the tons of top soil blowing across the valley. The valley (Fresno, Modesto & etc) has large issues with AG top soil causing respiratory problems.

3) Historical data should be brought up for two reasons :
   a) The winds in our area over the last 7 to 10 years have been uncharacteristically out of the WNW for longer times of the year than normal. Living here since the 80's one knew that these wind usually only occurred from March to May. BUT they have been blowing through Fall & Winter and even into Summer.
   b) We have had a drought for about the same 7 to 10 years now. Anyone who has spent times in the dunes themselves knows how much the rain will "pack" the sand. I'd bet a lot of the particulate matter would find it's way to the bottom of the sand dunes if we'd have had the normal rains of the 80's & 90's. It might be wise to do some testing of how particulate matter travels through sand.

4) Some solutions to the particulate matter issue could be:
   a) Increase park fees by double so that the number of entrants may lower or even halve. If it doesn't lower park use, then reinvest that "extra" money into re-planting

areas of the park.
b) Decrease the allowable number of off road vehicles (those going in the dunes) during the months of March to May when winds are the highest and most likely to blow any sands up towards Nipomo.
c) Measures could also be added to item 4b that if onshore winds hit certain levels that off-roading in the dunes would be stopped or lessened.
d) The owners of the Trilogy development ought to be responsible for the problem they in essence created. This could be done by requiring them to buy the equal amount of land across the street from the development in which they could plant the equal amount of Eucalyptus trees that they removed that were both a wind break and a filter for the sand.
e) If the owners of the land across from Trilogy don't want to sell then maybe the state can "sell" or come up with an agreement to plant the area of the existing dunes closest to the Nipomo side with an equal amount of Eucalyptus trees as once existed.
f) The owners of Trilogy ought to be required to add vegetation or landscaping to all the dunes and surrounding their own development to ensure the winds aren't blowing their own sand into their homes.

Current Park Issues Forseen & Solutions:

1) It seems the last few years the campers have decided to camp closer and closer and now even on or into the high tide line. This is becoming a dangerous problem. Kids now dart out from campers that are only feet away from what is the busy "road". It wouldn't be surprising to see more incidents arise from this due to cars speeding or even emergency vehicles driving fast along the beach. The solution to this is actually a very easy one. There is no reason why it can't become a law, policy or order that all overnight camp sites must be set up behind an invisible line delineated by the existing Poles down there. Another option would be to make it 100 yards above the high tide line. But I think the Poles are clearly there and not hard to follow.

2) Litter seems to becoming more and more common place along the campsites after the beach has been vacated. It would be nice to see more trash receptacles for the campers, more tickets given to those leaving their rubbish behind and the same amount of focus on policing of the trash as there is for the speeding.

3) The "police tape" around campsites has gotten out of hand. It makes no sense. I think ALL campers should be allowed only so much land to mark off as "their own". I've never been camping and been able to commandeer the campsite next to me. If people want more "land" then they should be paying more. The solution here would be to tell campers they have a right to "X" amount of land say a 50' x 50' zone around there camper maximum. I've had to drive through countless numbers of tape on busy weekends to even make any driving progress at high tide. But if 1 under this topic was enforced this may be a moot point.

4) Lastly I have a suggestion for the area fenced off from March 1st to September 30th for the plover area south of Pole 6. I think if the fenced area was left in place and beach access was allowed (meaning driving & fishing along the west side of the fenced area) most of us would have no problem with this and it would save the state the money of putting the fence up and down every year. Yet! We would all object if this area was closed off permanently for beach access as many of us surfers and fishermen know that the area between Pole 6 & 8 is good for both of those hobbies.

Thanks so much for your time. I do hope you find the time to read all these items and let them sink in. I hope to help not hinder what the future of Oceano Dunes is.

Sincerely,
Walter Cerny

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

SVRA ‘s in State Beaches

1 message

Otilia Costa <serraluz71@gmail.com> Wed, May 30, 2018 at 4:15 PM
To: info@oceanodunespwp.com

Please remove all SVRA’s and autos from the Oceano State Beach. Not only are these vehicles destroying the beach, but these vehicles are lifting from the base of the beach dust particles that are harmful to our health.

We need to be good stewards of our beaches so that these beaches may remain as pristine and as beautiful as these are meant to be.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Long range use of Oceano Dunes

1 message

Peggee Davis <peggee@mac.com> Wed, May 30, 2018 at 10:03 AM
To: info@oceanodunespwp.com

I would like to suggest that the SVRA designaon be r emoved so that others can enjoy the beach area. If it were for camping and even driving at least residents could access it.

I would like to register my support for protecng the dunes as a naàtural resource and protecng the habit at.

Thank you for allowing my input.

Peggee Davis

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

public comment

1 message

sgdayton28 <sgdayton28@gmail.com> Wed, May 30, 2018 at 8:30 PM
To: info@oceanodunespwp.com

my name is Steve Dayton ...i own 3 commercial properties in the grover beach and oceano area ...im concerned any effort to move the entrance to the beach away from the current location will adversly effect our property values....rents will fall simple because other business cant generate the revenue of those bussinesses who serve the visitors of the oceano dunes....all the new restraunts, gas stations and other business along grand avenue rely on those visitors...and this is also the reason you do not see any of these businesses in quadalupe....is there one major grocery store in quadalupe?...thanks for your time.....Steve Dayton

Sent from my Verizon, Samsung Galaxy smartphone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano SRVA PWP

1 message

John Phipps <phipps.johnq@gmail.com> Wed, May 30, 2018 at 2:26 PM
To: info@oceanodunespwp.com

Dear Sirs:

The California CEQA requires you to have public meeting at locations that are going to be affected by the CEQA. Neither Arroyo Grande or Fresno will be affect by environmental impacts of your PWP. The Phillips 66 rail-spur project made the same mistakes, and did not inform the local population of the project, thinking that if no one knew then no one would object. Your program will be rejected and challenged in court if no meetings are held in Oceano and Guadalupe.

Thanks,
John Phipps

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Future of Oceano Dunes

1 message

Rosemary Remacle <rosemary@rosemaryremacle.com> Wed, May 30, 2018 at 11:00 AM
To: info@oceanodunespwp.com

To Whom it may concern:

The fate of the dunes and the quality of life of the ciz ens and workforces of Oceano, Grover Beach and the Nipomo Mesa are what is at stake in these discussions. I know the off-roaders like to think that their “right to recreate” supercedes the “rights” of the local ciz ens and workforce to the highest quality of life possible, but that argument is just morally wrong. The claimed “rights” of a few to recreate should not supersede the “rights” of the many to the highest quality of life possible.

As a ciz en of the Nipomo Mesa Here are some ideas I’d like to see considered. Some are a bit at odds with others, I understand. But the most important thing to me is that the current mess on the beach and in the dunes, parcularly on w eekends and in the summer months, be put under controls for the safety of the park patrons, local ciz ens and our precious environment. This current mess on the beach and in the dunes could be significantly impacted by some combinaon of the f ollowing:

- A beach without vehicles for Oceano…the only CA coastal city/town without one. Another space for families and friends to play and picnic safely along the beauĀful California Coast.
- Defined campsites, like other State Beach Parks. Make the SVRA a State Beach Park.
- ProtecĀon of the natural resources…the dunes, flora and fauna.
- Extension of the boardwalk above the dunes south from Pismo Beach (Grande Ave.) to Oceano (Pier Ave) a la Moonstone Beach in Cambria.
- Strict limita. ons on the size of the ATV’s, trailers, RVs, etc. brought to the beach where/if allowed.

As far as I am aware, there is no public tracking of the number and nature of injuries caused by the ATV riders and campers. I have only heard (anecdotally) from doctors and nurses at AG hospital that their trauma center is busy from Friday thru Sunday with people who have been hurt or injured in a variety of ways in the SVRA. It might be interesng t o look at some of those stas cs as an insigh t to some of the changes that are needed.

Also, it would be interesng t o know (factually, from independent research, NOT by the State Parks) from whence the current set of SVRA denizens come. Anecdotal “evidence" is that a preponderance of them are not locals. How much nicer it would be, on many fronts, if the out-of-towners were hikers, campers and picnickers, rather than ATV’ers.

I am sure there are many other ideas being put forth for consideraon. My only hope is tha t we come out of this process with a noceable chang e for the be er for the Oceano Dunes and the surrounding area.

Best,
Rosemary Remacle
1091 Danni Court
Nipomo, CA 93444

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Air quality

1 message

Shay Sayre <shaysie1942@gmail.com> Wed, May 30, 2018 at 9:47 AM
To: info@oceanodunespwp.com

I live on the mesa in Nipomo and, because of the particulates in the air, have incurred problems with my lungs. While I don't object to sports, I am concerned that a continuation of ATV traffic on the dunes will further exacerbate the health of myself and my neighbors.
I ask that you weigh the balance between recreation for a few and the health of many residents.
Activity restricted to weekends would help considerably in the reduction of harmful silica particles that blow onto the mesa residential communities.
Thanks for your consideration.
Shay Sayre
1407 Trail View Place
Nipomo CA 93444

Sent from Shay's iPad

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments on PWP for Oceano Dunes

1 message

Yvonne Williams <williams.yvonne.e@verizon.net> Wed, May 30, 2018 at 12:30 PM
To: info@oceanodunespwp.com

I am writing to submit comments on development of a Public Works Plan for the Oceano Dunes SVRA.

First I would like to reference a recent Economic Impact study conducted by State Parks. Visitors to the ODSVRA were asked to respond to a post-visit survey. One of the questions asked visitors to rank activities they enjoy when visiting the dunes. Not surprising that OHV riding topped the list at 62%. But please note the #4 most popular activity in the ranking, by 54% of the respondents, was walking/jogging on the beach. All the attention seems to be directed towards OHV riding when in fact there are many county residents and visitors alike who enjoy beach walks. Please don't lose sight of all the non-riding activities enjoyed here as you formulate the plan.

You asked how we use the park. As a full-time local resident of Nipomo, I regularly access the dunes via the Oso Flacco entrance. I park at the Ranger Station and walk the path across the lake and on to the beach. My family has been enjoying this walk for several years now. We would like to request caution before making any recommendations to open the Oso Flacco pedestrian path to vehicles, particularly OHVs, for safety reasons.

The access road off Highway 1 is a dirt road, very narrow, with deep drainage ditches on both sides because it traverses through agricultural fields. There is a Union Pacific mainline train crossing on the road with regular daily train activity. There is little warning of a steep rise in the road as you approach the crossing, and poor visibility of the tracks in the Northern direction due to rail cars parked on the siding there. We've seen several vehicle accidents in recent years on that road, at least one that resulted in a fatality when the vehicle became airborne at the railroad crossing due to a high rate of speed.

If pedestrians and OHVs are proposed to share the beach access road to Oso Flacco there needs to be a clear separation of the walking path and any path to be opened to motorized vehicles. We never attempt to walk on the beach at the current OHV entrance on Grand Ave. as it is just too dangerous. Pedestrians and motorized vehicles don't mix well.

Most importantly we urge you to work closely with the SLO County APCD before putting forth any proposals to relocate the main OHV entrance to the Southern area of the county. In particular please ensure the plan does not shift the ongoing, significant air pollution problem from the areas currently impacted on the Nipomo Mesa further South into Guadalupe and Santa Maria. Communities downwind of the proposed new entrance may be just as significantly impacted as the Nipomo Mesa is today. This needs careful study of prevailing wind direction and predictions as to where the dust plume will likely travel from any proposed new entrance.

Last I would like to comment on the desires of OHV enthusiasts to expand the riding areas and reduce the areas currently set aside for Snowy Plover nesting. The Ocean Dunes State Park is currently the only park in California that allows motorized vehicle riding on the beach. We should question how many OHV riders, when engaging in their sport, are actually paying attention to their location or the close proximity to the beach? I suggest this because there are a number of other OHV parks available in the state to those who enjoy this sport. When we listen to riders' passionate public comments it would seem that if Oceano Dunes riding areas are reduced in any way in an attempt to mitigate the serious air pollution problems their freedom and way of life as they know it is threatened. Not true. They are free to engage in their sport at any of the other locations currently offered. Their sport is in no way limited to take place only within the sensitive Coastal Zone.

Thank you for your attention and for considering public comments. We look forward to the next scheduled meeting in our area.

Yvonne Williams

Nipomo, CA

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

New Public Works Plan for Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area

1 message

JOSEPH BRISKEY <jbriskey@icloud.com> Thu, May 31, 2018 at 2:34 PM
To: info@oceanodunespwp.com
Cc: Cher Briskey <cheribriskey@icloud.com>

Following are our comments concerning the new Public Works Plan under consideration for Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area as of May 31, 2018.

The top priority for these areas should be to protect and enhance the existing natural resources. Absolutely no expansion of off-road vehicle access should be permitted. A proposal for a new camping area at Oso Flaco Lake together with a southern entrance for access are awful ideas. The area reserved for the snowy plover and Least tern nesting areas must be expanded to protect these beautiful creatures.

The last thing California needs is more people riding around and destroying our declining natural resources for fun.

Joseph and Cheri Briskey
1425 Trail View Place
Nipomo, CA 93444

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Suggestions for the Oceano State Park and Beach

1 message

Ed Harris <movieln2@gmail.com> Thu, May 31, 2018 at 6:55 AM
To: info@oceanodunespwp.com

It would be GREAT if State Parks would “walk the walk” of it’s mission statement at the Oceano State Park. The mission: “To provide for the health, inspiration and education of the people of California by helping to PRESERVE the state’s extraordinary biological diversity, protecting its most-valued natural & cultural resources,…”

The only enjoyable hiking that can be done at the Oceano State Beach is from Grover Beach north to Pismo where cars are not allowed to drive on the beach. No one wants to hike on the dunes because the sand dune buggies might run you over or more likely you get choked from the dust of the spewing sand. That is not providing for the health and inspiration of the dunes. The dunes are denuded of vegetation and no fun to explore because of sand dune buggy traffic. That is not preserving the state’s extraordinary biological diversity or protecting our most-valued natural & cultural resources.

I would want what most people want which is to enjoy the beach and the dunes without having to avoid off-road vehicles screaming their engines at high pitches, crushing sand and spewing it into the air.

I would be in favor of still allowing people to drive on the beach and camp.

However, destroying the dune’s vegetation in the name of recreation is cave man recreation. We no longer allow people to smoke on planes. We no longer allow chemical plants to dump their waste in streams. We no longer allow power plants to belch unmitigated emissions in the air.

It’s time the State Parks evolve to preserving and protecting our extraordinary biological diversity and eliminate Off-road vehicles on the dunes. Then we could have a State Park everyone could enjoy! The dunes could then live up to the State Park’s mission of providing recreation, education and inspiration.

Ed Harris
movieln2@gmail.com

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Save the Dunes

1 message

Anthony Russo <ARusso@h2oengineering.com> Thu, May 31, 2018 at 9:24 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>
Cc: "jrusso991@charter.net" <jrusso991@charter.net>

To Whom It May Concern:

I am a 25 year central coast native that currently resides in Cayucos and commute to San Luis for work. I am voicing my concern to preserve our access to the dunes. The dunes play a part in my family's history as my father was a park ranger for several years in the late 80s.

I think there are compromises that could be made.

- Enforcing the litter / trash problem would be beneficial to the state financially and environmentally, specifically the caution tape usage that is obnoxious and ends up either in the trash pile or in the ocean.

-Lower the amount of visitors to 50-75% and charge more?

I'd like my opinion to be heard as I work Monday through Friday as a field service technician and cannot physically make these meetings. I could come up with more solutions but I am just getting off a 13 hour shift and didn't want to too much time writing a formal letter. Please do not close the dunes. Make a compromise if necessary, but don't shut it down.

Anthony Russo
Field Service Technician
H_2O Engineering, Inc.
M: 805.234.8111
arusso@h2oengineering.com
www.h2oengineering.com

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments for the Public Works Plan for Pismo State Park and Oceano Dunes SVRA

1 message

rachelle toti <rachelletoti@gmail.com> Thu, May 31, 2018 at 12:23 PM
To: info@oceanodunespwp.com

Thank you for the opportunity to provide input into the redesign and visitor experience at these two parks. I am going to divide my comments into three parts 1) planning issues 2) facili. es sugges. ons and ODSVRA specific suggestions.

Planning Issues

As you may be aware, the Pismo State Beach and ODSVRA are in identified Environmentally Sensitive Habitat Area (ESHA) therefore plans must include ways to protect the ESHA and minimize destruction of the natural resources.

Another planning issue is a portion of the dunes south of the Pismo Dune Preserve was identified as “non-riding, buffer area” in the LCP many years ago. See a□ached map. Any plans for the redesign should be in compliance with the LCP and this designation. The area designated as non-riding is known as the La Grande tract. It is primarily owned by the County of San Luis Obispo, and has been used as “riding area” by the OHV park management. I am sure a number of non-riding activities could take place in this area such as camping, hiking, bird watching, horseback riding, etc.

The Arroyo Grande Creek connects with the ocean usually in the spring when there has been sufficient rain. This creek is home to two threatened species the tidewater goby and the steelhead trout. The public should not drive through the creek when it is high enough for the fish to be present. NOAA has provided guidelines to State Parks on what to do in these cases. Their recommendations should be incorporated into the park design and operation.

Facilities Suggestions

1. Oceano residents need a beach area without vehicles driving through. This would probably be south of the Pier Ave. entrance. Residents have also asked that Pier Ave. not be an entrance any longer.
2. Add more camping areas perhaps off of 22nd street near the stables and in other areas not necessarily in these two parks which are over used as it is.
3. Designate two horse trailering locations, one north and one south.
4. Incorporate the bicycle path to the beach which is part of the Oceano revitalization plan.
5. Create a children’s play area on the beach near Pier Ave, with swings and slide, etc.
6. Build a water feature, like a fountain, pool, wading pool, etc. which would be heated and mainly for infants and small children who get cold easily in the ocean. Look at the Seaside Lagoon in Redondo Beach for ideas.
7. Add more off beach parking. Some of the driving and parking on the beach can be avoided, by offsite parking. Right now, the beach is the parking lot.
8. Build a raised boardwalk between Grande Ave and Pier Ave, connecting to the one that already exists north of Grande Ave.
9. Birds of all kinds are a feature of this area. Build birding platforms and displays with the photos and names of the birds found in the area. These platforms could extend from the #8 boardwalks. Florida has a "Bird Trail" for birders.
10. Just south of the Pismo Dune Preserve is a shell midden. There are at least three of these middens in the ODSVRA. They are mounds of clam shells left by the Chumash hundreds of years ago. A raised platform extending from the Dune Preserve would help people to view the midden, which is surrounded by fencing . A display, describing the Chumash way of life, the years they were living here, etc. would also be great. Also guided tours to the other middens would be fun. Look at the Calusa Shell Mound Trail in the Ding Darling Nature Preserve on Sanibel Island for ideas.
11. Implement a free shu le service to bring people from farther away parking areas, to the beach, and along the beach to where they want to sit or sunbathe.
12. Use the land State Parks owns at Oso Flaco Lake for day use visitors and tent camping or small rv’s. The road to this site is too narrow to allow large RV’s.
13. Create a bridge over the ESHA from the camping area to the southernmost tip of the riding area so off highway vehicles can access the dunes. Not for street legal vehicles, trucks, hummers, or other heavy

vehicles.

ODSVRA Specific Suggestions

1. Install round metal fire pits for each camping site. This will contain the size of the bonfires and also show where the camp sites are. Number them and use those numbers for reservations.
2. Organize the camper's perpendicular to the shoreline, this will allow more campers to fit in the limited space.
3. Prohibit the use of "caution" tape or roping off of any kind around the campers. This is a public beach. Restricting public access is prohibited .
4. Designate two driving lanes, one going north and one south, use signage, and enforce. Currently, a driver can be confronted by 4 or 5 on coming vehicles driving side by side going north or south. This takes up the available shoreline space for walking, fishing, building sand castles, etc. Also makes it more dangerous for children going from their camp site to the ocean, crossing four lanes of traffic.
5. When people are present on the beach, the driving speed should be reduced to 5 mph as is done on the East coast.
6. Reduce the intensity of use on the beach and dunes by accurately counting the numbers of vehicles and adhering to the limits set by the Coastal Permit.
7. Discontinue night riding. This is unsafe, disturbs campers and disturbs the wildlife that need to rest at night.
8. Leave the Snowy Plover and Least Tern exclosure fencing up year around. This would create a natural environment for the birds and eliminate the need to bring in wood chips and insects every year, to replace that which is destroyed by vehicles traffic. It is possible that some chicks are not surviving to fledge because there is not enough food available.
9. Discontinue all large events as recommended by the U.S. Fish and Wildlife le□er in 2016.
10. Discontinue drag racing and all types of racing and jumping of vehicles in the dunes. This is ESHA and should be treated as such.

I hope you use these suggestions to create much better parks for residents, for visitors and wildlife.

Rachelle Toti

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2 attachments

Fig 4 map.jpg
819K

ESHA Map.pdf
2409K

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

My family loves to ride

1 message

James Folkrod <jfolkrod@me.com> Fri, Jun 1, 2018 at 9:01 AM
To: info@oceanodunespwp.com

To whom it my concern,

Just want to let you know that as a local resident near the Oceano dunes, I support all ideas to further enhance off-road riding in the dunes as well as use any surrounding dirt areas for a local motocross track facility that is suited for all ages and abilities. I grew up riding with my family and now regularly camp and ride with my 3 kids (14, 11, 10).

Have a great day and thank you for reading my comments.

Jim Folkrod

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Motocross track

1 message

Derrik Rendon <derrikrendon74@gmail.com> Sun, Jun 3, 2018 at 7:46 PM
To: "info@oceanodunespwp.com" <info@oceanodunespwp.com>

My kids and I ride on our property for now, but would love to be able to ride on a full size track close to home

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

The public works plan for the Oceano dunes

1 message

Linda Reynolds <lreynolds151@gmail.com> Sun, Jun 3, 2018 at 5:38 PM
To: info@oceanodunespwp.com

In the last month those of us on the Mesa still are suffering from some of the worst air days in the nation.
That issue needs to be front and center to anything done to the Dunes area.

1. Moving the entrance south is just a stall tactic and a waste of tax payers money.That would take years of commission hearings, planning and at a high tax payer expense.
Plus, all you would be doing is moving the problem south to a working community full of
young families. Who is going to fight for them? The road going to Oso Flaco would have to be totally reconstructed
at a cost of millions. Not to mention the negative effect on farm workers and agricultural business.
The traffic would be a mess along highway one.
There was talk of going in on the Philips 66 property. Not going to happen for all the obvious reasons.
2. Put restricted hours on the OHV park. Last night we could hear them at 1130, no telling how long they were out there
riding. Now, is that really all that safe? Isn't safety a concern for State Parks?
3. Turn the dunes area into a consumer friendly environment for all users. Make it safe. Possibly follow the Pismo Beach
model. A board walk, a safe environment for all. Obviously, this has not hurt the economics of Pismo.
4. It may be necessary to protect the natural resources by keeping the dunes area for camping only. This will actually
open the area up for more people who cannot afford the expensive equipment and vehicles used in OHVing.
Many people can afford and enjoy the family experience of camping.

As the park stands now, it is a play area for out of area folks. Why not make it safe and appealing for the residents
of the county. At several of the meetings the OHV users admit the big use for them is on weekends. Let's make it
appealing to the local residents as well as the tourists. Tourists who come in just for the wk end and are not into OHVing
do not venue into that park. Let's make it appealing to more tourists, just as Pismo, Morro Bay, Los Osos etc are.

Linda Reynolds

resident of South San Luis Obispo county

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Expanson

1 message

SUNDANCE SOLAR <sundancesolar@comcast.net> Mon, Jun 4, 2018 at 8:46 AM
Reply-To: SUNDANCE SOLAR <sundancesolar@comcast.net>
To: info@oceanodunespwp.com

As more & more land is being closed off for recreation and developed, any new areas or expansion of existing areas is absolutely crucial. PLEASE increase Oceano Dunes to it's maximum size & potential.

Thank you,

Mike Dalrymple

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

(no subject)

1 message

Matt Reed <mreed@reedsheating.com> Mon, Jun 4, 2018 at 6:25 AM
To: info@oceanodunespwp.com

To Whom it may concern:
I'm writing today to ask for a place to ride a motorcycle on the central coast. California has the biggest offroad footprint to any other state yet more and more land is being cut off to those activities. I love riding but I hate feeling like a criminal for it. The Central coast has become hostile to motor cycles and off road vehicles in general. If there was a place to ride in the area it would be a lightning rod for people all over California. Depending on how big the area was made, would like to point to Glen Helen Race way in Southern California, and the economic impact that the events there can create.
I would like to create freedoms for motorcycle riders that horseback riders enjoy every day. I cannot nor do I have the time to care for a horse but enjoy many of the same types of trails and riding that they enjoy. Riders have been villified for this for as long as I can remember. Motor cycle riders are not asking for all trails to be free and open to all people and whatever they want to do on them but we are asking for a place to go. There has been talk of using southern campground and property of the dunes.
That would be a great start but wouldn't be opposed to other locations. As long as riders have one to go to.
Thanks for reading and addressing riders of the central coast concerns.
Sincerely
Matt Reed

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Pismo dunes OHV

1 message

derek taylor <derekadamtaylorsb@gmail.com> Mon, Jun 4, 2018 at 1:41 PM
To: info@oceanodunespwp.com

There's talk of expanding or improving Oceano dunes area as well as a proposal to include some nearby ag land for a track or something. I like this idea and want to know more about the future of the OHV

Thank you,
Derek
Sent from my iPhone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Ohv rider interested in new ridding areas

1 message

Jon Waterfield <dudeson007@hotmail.com> Mon, Jun 4, 2018 at 4:54 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Hello,
My name is Jon waterfield, and I absolutely love ridding my 3-wheeler and driving my trucks in the dunnes and would very much be interested in addition of a possible mx track and campground area near the dunes, it would make the location really full circle witg sand and dirt all in one place to enjoy! I hope you can keep expanding the dunnes and letting everyone really enjoy our beautiful dunnes! Thank you!
Jon w

Sent from my Verizon, Samsung Galaxy smartphone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Motocross Track

1 message

Anthony Hernandez <anthonyhernandez87@gmail.com> Tue, Jun 5, 2018 at 2:51 PM
To: info@oceanodunespwp.com

Hi there,

I just want to extend the gratitude for the opportunity to provide input into this project. The Central Coast is in great need of a Motocross track! I have been riding motorcycles for over 25 years and know there many positives of being around them. I understand that many believe we have several options around us in the South SLO County / North Santa Barbara County area to ride but not all persons are open to simply trail riding.

With the opening of a Motocross track, I believe this will bring a lot of revenue to nearby cities. This will also limit the amount of air pollution to the persons that travel great distances weekly and daily to go to Motocross tracks in Bakersfield, Sacramento, and areas nearby Los Angeles.

I could write much more to present the facts of why we need Motocross track in our area, but there are some key facts that make this location such a great place for a track. It's a location with an abundant amount of water, which would easily facilitate the watering of the track. With that present ground water dust would not be an issue and it's location is not near any housing.

With this small snippet of information, I hope you can see the importance to one person who's life completely changed when a Motocross bike was introduced.

Respectfully,

Anthony

Sent from my iPhone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes

1 message

Kelly Jenei <kellyjenei@hotmail.com> Wed, Jun 6, 2018 at 2:38 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

I am an Oceano resident and would love to see fewer cars on the beach (more restriction of the area allowed) and revitalization of the downtown. Thank you for your hard work!

Kelly Jenei

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Improvement project

1 message

Alex B <lxb1427@gmail.com> Thu, Jun 7, 2018 at 5:09 PM
To: info@oceanodunespwp.com

I would first suggest that a type of bridge or crossing be constructed over the creek . This would help other be able to enjoy the OHV side without a major risk of damaging their vehicles. The risk of getting stuck at high tide is great .

Some markers out in the dune area would be for beginner and youth riders . Maybe even a call box in some places in case somebody gets lost from their group for a long period of time.

Supplying trash bags as part of your entrance fees would encourage people not to litter . A mobile trash service that would be available to come pick up trash when needed would awesome .

Now for the more expensive services that might work ;

1. include a campground prep service so that a person can come and prep your site before you camp . This would help with trash , nails and harmful waste in the sand . This would also promote people not to take up so much space if there area gets prepped .

I simple ATV with a rake and a magnet would help pick up nasty nails .

2. The ranger station needs better technology .

Last PLEASE have waiting list for reservation made . People make reservation so far in advance which is good put they end up cancelling an nobody knows about it . This will help retain revenue and people at the OHV beach .

Thank you.

Alex Barrera

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Dunes dust

1 message

Dale Beebe <pentooling@gmail.com> Thu, Jun 7, 2018 at 10:49 PM
To: info@oceanodunespwp.com

To Whom:
I'd like to provide my input to the stuff that's going on in the dunes near me. I've retired to a dream house with a dream view of Black Lake Canyon from the top of the Nipomo Mesa. I realize I'm an outsider, having lived here for only 7 years. But I strongly object to other outsiders with a temporary presence coming and enjoying the process of damaging the environment at the expense of my health and life expectancy. As far as this activity providing local jobs, that doesn't incentivize me to support this activity, as I don't need a job; I participated as a productive member of the work force for 40 or so years. I came here to live my life out away from the pure hell of living in more 'productive' parts of the state. So please cut it out on the dunes. I WANT TO LOOK AT THE DUNES FROM MY HOUSE, NOT BREATH THEM INTO MY LUNGS.

--
Thanks,
Dale Beebe

PENTOOLING™

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

PWP

1 message

Jonathan Brewster <JonBrew@hotmail.com> Thu, Jun 7, 2018 at 3:43 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Hello to who it may concern.

My name is Jonathan Brewster I am a long time dune goer along with prior family members. We love going to the ODSVRA and would like to see it get better. My uncle and I went to SLO APCD meetings to support the dunes. I along with my family members would love to see the new campground that FoOD is talking about in the OSO Flaco lake area. I also was wondering if we could possibly gain some more acreage if the park was to open further south. I also have a question. If you were to open that OSO FLaco camp ground there would be direct access to the beach correct?

I know because of the abatement order we are losing a lot of ground between poles 4 and 5. I would wish for more acreage out towards devils slide. If it all possible just make it more open and it would be a safer park to ride in the smaller you make it the more people your going to cram into a smaller area and the more traffic collisions you will have. I work in law enforcement I know.

Also I see on the map the area highlighted in yellow it states ODSVRA but not riding area. Why is that? because of the snowy plover? Please take into consideration making the park bigger and working with dune community. I think its a great way to move forward and together we can accomplish a lot.

Thank you
Jonathan Brewster
Kings County Resident

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

The public worksplan for Pismo Beach and Oceano

1 message

Glenn Eineman <geineman@gmail.com> Thu, Jun 7, 2018 at 5:32 PM
To: info@oceanodunespwp.com

There were several good ideas discussed at the PWP meetings.
It makes sense to improve the parking situation at the Pismo Monarch Butterfly preserve. That is an excellent educational and tourist venue.
Expanding the boardwalk is another sensible idea.

But, opening up a south entrance for a proplem that is already causing major health issues makes no sense. Why move the issue closer to those on the Mesa and to the citizens of Guadalupe? There will also be need to spend millions of dollars on road expansion and totally redoing the road into Oso Flaco. It would discourage families who like to take their children to explore the wonders of that area including bird watching.

Lastly, do not mix this issue with the Stipulated Abatement Order or dust abatement plan. State Parks must make the cleaning up of the air quality a number one priority and not continue to cause harm to the citizens of the Mesa. They should also put restrictions on the times the area can be used. OHVs should not be allowed in the park after sunset. Currently, it is a danger to those who just wish to camp.

Thank you for your work in continuing to improve the parks for all ciitzens.

Glenn Eineman
resident of the Nipomo Messa

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

(no subject)

1 message

John Ferguson <john@domesticdiesel.com> Thu, Jun 7, 2018 at 9:52 PM
To: info@oceanodunespwp.com

Good Evening

I would really like to see some more area opened up for off road use. Maybe even a designated training area for kids. I think opening up camping, use, and access down by Oso Flaco would be awesome too.

Thanks
John Ferguson

Sent from my iPhone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Proposed Oceano Dunes projects

1 message

Marty Giussi <mgiussi@digitalrealty.com> Thu, Jun 7, 2018 at 10:44 AM
To: Email <info@oceanodunespwp.com>

All

These are my requests for the new Oceano Dunes SVRA park:

1. Camping / Parking area or even Lodge connected to the park by trail that would be used for OHV access to the dunes this would ease traffic on the beach. Camp sites should have hook ups if possible. Oregon dunes have these and it works nicely for local motels and camping without the beach traffic.
2. Open all the areas possible for OHV and also for non OHV activities (hiking, walk in camping) hiking into the back area for the night would be nice instead of the area just being closed. The current areas are getting smaller and the use is increasing more space is needed.
3. Semi-Permanent ranger station near pole 4 or 5 manned at night on busy weekend in the summer
4. Concessions permits for semi-permanent on the beach or mobile amenities.
5. Central common use area on the beach or just off for events music-dancing/dinners/breakfasts

Thanks For your Time on this issue

Marty

MARTY GIUSSI | MANAGER-FACILITY ENGINEERING

Digital Realty | 200 Paul Ave | San Francisco, CA 94124
Direct 415 508 2854 | Mobile 925 570 4001 |

www.digitalrealty.com

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Response to request for input

1 message

Dorothy Hines <dandehines@earthlink.net> Thu, Jun 7, 2018 at 1:53 PM
To: info@oceanodunespwp.com

Tom whom it may concern,

Clearly, the highest priority for improvements must be air quality. Expanding off road vehicle usage has been proven to not been compatible with public safety and heath. Limit any vehicle use to street ready vehicles. Improve the entrance to the existing pier. Please do not tamper at all with the Oso Flaco area. Pattern the Oceano beach usage after Pismo Beach as Pismo is much more conducive to diverse utilization and pedestrian usage. Anyone can determine at first glance that Pismo is much better developed and utilized by a wide variety of people than Oceano, with its mostly singular usage by off road vehicles than prevents Oceans to flourish.

Thank you,
Dorothy

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes Recreational Park

1 message

jeromy77 <jeromy77@yahoo.com> Thu, Jun 7, 2018 at 9:19 PM
To: info@oceanodunespwp.com

To whom it may concern,

I am writting yo you on behalf of all the family's and friends that take their vacations on the Oceano Dunes. Good old fashioned clean fun with family and friends is becoming a thing of the past. I pray you take that into consideration when making your desicions on what to do. I've heard some want to commercialize the Dunes with a Boardwalk like Pier but I feel it will only bring trouble. Where the family's coming to the Dunes are teaching their kids good wholesome values. The only things I would suggest changing are opening up some of the land that's been closed off and using the wasted land between the gates East of the beach to pit in more parking. Thank you for your time and God Bless.

Sincerely, Jeromy Hofer

Sent via the Samsung Galaxy S7 active, an AT&T 4G LTE smartphone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Suggestions

1 message

Christian Jauregui <hwy101surf@gmail.com> Thu, Jun 7, 2018 at 8:38 AM
To: info@oceanodunespwp.com

Good Morning, the following are suggestions that I would like to submit for consideration for the Pwp.

1. Improve the volunteer ranger program with all new equipment, radios and a establish fulltime or partime position assigned to the program .

2. Establish a beach cleaning program by purchasing a sand clean machine or sanboni. Improve the waste container availability at the park. Start or enhance a public education program for the importance of having clean beaches and how littering will not be tolerated.

3. If the hotel doesn't go in at the end of grand ave, build an event center available for rent to all organizations.

4. Establish a southern entrance and camp ground to the OHV park to reduce congestion on Pier.

5. Whenever possible aquire attentional land or do a land swap to improve OHV riding areas. Especially if it will benefit air quality by moving riding areas to the south.

6. Make the park users stakeholder group a permanent fixture in all future amendments to the riding areas.

7. Improve the Air monitoring program so the there is solid facts and testing to reduce any misleading information gathered by an outside agency.

Chris "CJ"Jauregui
805-610-4205

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Public comment on State Parks options

1 message

Irwin Joseph <irwinjoseph.retired@gmail.com> Thu, Jun 7, 2018 at 8:45 PM
To: info@oceanodunespwp.com
Cc: SLO Editorial Letters <letters@thetribunenews.com>

As a resident of Nipomo who regularly stays indoors because of poor air quality, the State Parks plan should have reduction of recreational space that causes the health hazard that has been proven to exist, and not just move it to the South at Oso Flaco.

Resources for tourism are welcome. However, at some point off roaders need to recognize that the Oceano Dunes is not the only sand available for their activity. Indeed, the beaches and dunes need to be preserved for more conventional, less destructive tourist and resident uses.

State Parks should stop antagonizing Pollution Control (APCD) and Health Experts. Provide a plan for tourism that reduces the number of “worst air quality in the state” days, consistent with APCD findings and recommendations of health experts.

Thank you.

Irwin Joseph
irwinJoseph.retired@gmail.com

Visit my website: www.MediateYourDispute.com

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano dunes

1 message

Keith <Keithandrews2000@yahoo.com> Thu, Jun 7, 2018 at 3:54 PM
To: info@oceanodunespwp.com

Attn: Katie Metraux, Acting OHMVR Planning Manager

It is my understanding that you are looking for input for the Public Works plan for Oceano Dunes. One thing me and my wife have always wanted is a campground that has ride in accessibility. We have an RV but we were always too afraid to drive it across the creek and on the sand and worried about being stuck. It seemed ridiculous for all these years that people have had to get their vehicles stuck to be able to camp and go to Oceano Dunes. It was all so ridiculous that you can drive your truck with your trailer for miles on the sand which was risking getting stuck but you could not ride your ATV or UTV on the same sand. I have always had to stay in a hotel and drive on to the beach every single day to go for a ride. So at the very top of my list would be a large RV park and camping area that had ride in accessibility for people and as much riding area as possible so that there would be enough room for everyone to be safe while enjoying the dunes. Most other states have ride in campgrounds, Oregon, Utah, South Dakota Arizona all the way across to the hatfield-mccoy system on the other side of the country. Please make this a priority.

Sent from my iPhone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

California Department of Parks and Recreation, Attn: Katie Metraux, Acting OHMVR

1 message

Cody K <kcody@hotmail.com> Thu, Jun 7, 2018 at 9:39 AM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Hello, and thank you for taking suggestions. As someone who drives 5 hours one way twice a year to enjoy the sand dunes OHV area. I would like to see more area opened to off road and camping. I would like to come down more often as well, but find it is often completely booked. When this happens I drive 5 hours in the other direction to the Oregon dunes.

Thank you!
Cody Kratz
530-566-3152

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes Recreation area

1 message

Liz H <sfhowitts@gmail.com> Thu, Jun 7, 2018 at 10:10 AM
To: info@oceanodunespwp.com

Thank you for providing an opportunity to weigh in on the future of the Oceano Dunes Recreation area.
Here are my suggestions:

1. **PLEASE CLOSE THE ENTRANCE AT GRAND AVENUE**
   There is too much confusion about where cars are, and are not allowed, and too many instances of negative interactions between those in vehicles, and those on foot. The amount of traffic on Grand Avenue, with the addition of the convention center will be a “perfect storm"

2. **CREATE A HORSE STAGING AREA/CORRAL FOR RIDERS**

3. **EXTEND THE WOODEN BOARDWALK TO PISMO BEACH GOING NORTH, AND THROUGH THE DUNES GOING SOUTH**

4. **BUILD A PERMANENT BARRIER/SEA WALL AT POINT WHERE NO VEHICLES ALLOWED**

.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

PWP for Pismo Dunes

1 message

Dale Martin <4dalemartin@gmail.com> Thu, Jun 7, 2018 at 12:17 PM
To: info@oceanodunespwp.com

Attn: Katie Metraux, Acting OHMVR Planning Manager

It is my understanding that you are looking for input for the Public Works plan for Oceano Dunes. One thing me and my wife have always wanted is a campground that has ride in accessibility. We have an RV but we were always too afraid to drive it across the creek and on the sand and worried about being stuck. It seemed ridiculous for all these years that people have had to get their vehicles stuck to be able to camp and go to Oceano Dunes. It was all so ridiculous that you can drive your truck with your trailer for miles on the sand which was risking getting stuck but you could not ride your ATV or UTV on the same sand. I have always had to stay in a hotel and drive on to the beach every single day to go for a ride.
So at the very top of my list would be a large RV park and camping area that had ride in accessibility for people and as much riding area as possible so that there would be enough room for everyone to be safe while enjoying the dunes. Most other states have ride in campgrounds, Oregon, Utah, South Dakota Arizona all the way across to the hatfield-mccoy system on the other side of the country. Please make this a priority. Thank you, Dale and Mya Martin.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

California Department of Parks and Recreation

1 message

Pamela Michaelis <horses@surfari.net> Thu, Jun 7, 2018 at 11:38 PM
To: info@oceanodunespwp.com

Humans have ridden horses in the dunes and on Pismo Beach since the times of the Spanish explorers well before the automobile came to be. Slowly but surely areas open to equestrian activities have been closed off to riders. In 1983 State Parks started restricting access to vehicles driving along the beach and eventually closed the Oso Flaco Lake area. It was my understanding that equestrians were promised parking in the dirt lot at the Grand Avenue Entrance to replace that parking lost at Oso Flaco Lake. Now that dirt lot is being taken away for a hotel/conference center that State Parks and the City of Grover Beach approved. Parking was promised across the street in the dune area but that was not approved by the California Coastal Commission. With fewer and fewer options available to Equestrians it is imperative that Pismo Beach/Oceano Dunes State Park plan for equestrian activities. Equestrians are good stewards of the land because they appreciate what they have. We need Parking and Access to trails in the dunes and along the beach. Pismo Beach has camping for families in camp grounds and off-road vehicles on the beach. Equestrians also like to camp with their horses and travel long distances to do so. People from all over California and out of state go to Montana De Oro's horse camp.

Parking Needs: Equestrian parking needs to account for a truck (usually pickup truck) and a trailer of varying lengths. The rigs need to have a parking space in between each other in order to have room to tie up a horse to the trailer to safely saddle the horse. When I park at the Grand Avenue entrance to Pismo Beach State Park I usually see between 6-12 other equestrian rigs also parked in the dirt.

Trails: Horses need access to the beach, which is shared with pedestrians, kite surfers, and off-road vehicles. They also need dedicated dune access where there are no vehicles or scary kites above them. Not all horses are used to those type of distractions and can spook. However controlled exposure is how a horse gets used to distractions.

Camping: Horse camping is not currently available but is highly desirable.

Last that I knew, Pismo Beach had many volunteers who help patrol the beach on horseback as part of a mounted patrol group. When my cousin was visiting from the mid-west she said her favorite part of her trip was riding a horse on Pismo Beach. She was on her way back from a trip to Australia and enjoyed riding on the beach most of all!

It is imperative that Equestrian access is included in any plan for Oceano Dunes/Pismo Beach State Park. Horse riders don't just like to ride their horses they are passionate about riding.

Thank you for your consideration.

Pamela Michaelis

494 Vista Del Robles

Arroyo Grande, CA 93420

horses@surfari.net

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Question and proposal

1 message

kmikusky <kmikusky@gmail.com> Thu, Jun 7, 2018 at 1:04 PM
To: info@oceanodunespwp.com

Hi,

I understand this is a forum for changes being made to the park. I go to Oceano Dunes svra quite frequently and in the last few years have started towing double trailers. It's usually just my wife and I along with our two dogs that go. We will usually make reservations to ensure we have a spot but sometimes we will also buy a spot at the ranger station. Regardless, since we are towing two trailers, one a fifth wheel and the other a flatbed with a Jeep and two quads on it, we have to pay for another camp spot. I completely understand that this at parks where we would have to pay for parking since we would not be able to be in one site. However, at Pismo there is no space limitation.

I am hoping that this can be fixed. I would like to see that whatever you tow in legally you only get charged for one site. However, I would not be opposed to paying maybe half price for the added trailer. Please let me know if there is anything further you would like to hear or see.

Kevin Mikusky

Ps. I actually got married in the dunes almost nine years and paid all the fees, permits, and reservations for our 200 guests.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

pismo dune

1 message

ae ae <slohenryae@gmail.com> Thu, Jun 7, 2018 at 10:47 AM
To: info@oceanodunespwp.com

We need safer equestrian parking. fenced , with closeable gates if horse gets loose. dg(not asphalt!!) parking surface, horse tie rack enough fo 10 and water hose bibbs. thanks more to follow. Ann Miller

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments

1 message

rob mohle <rlmohle@gmail.com> Thu, Jun 7, 2018 at 2:53 PM
To: info@oceanodunespwp.com

Katie Metraux Acting Planning Manager,

The following are my recommendations:
1. Close Grand Avenue and Pier Avenue Entrances to all vehicles.
2. Create a new entrance at the south end of the park from the Nipomo Mesa.
3. Restrict vehicle use to dune area only- no vehicles along the beach frontage. Intertidal zones and creeks are sensitive habitat and should be off limit to all motorized vehicles
4. Continue to implement measures to reduce silica dust emissions from the park. If permissible exposure levels cannot be met within a reasonable time (perhaps 2 years), off-road vehicle use should be discontinued and alternative forms of recreation, tourism and usage should be considered. Off road vehicle use is a choice, lung cancer is not.

Oceano Dunes is a unique coastal setting that with proper management can be good for the environment, the local economy and the health of the community.

Thank you for considering my comments.
Robert Mohle
P O Box 708
Avila Beach, CA 93424
805-801-3355

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes

1 message

Victor M <vzmontoya01@gmail.com> Thu, Jun 7, 2018 at 11:07 PM
To: "info@oceanodunespwp.com" <info@oceanodunespwp.com>

I would like to see more of the dunes open to OHV use.

Thank you

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

When is the next meeting on public input for state parks?

1 message

Dave Pecci <dpecci25@gmail.com> Thu, Jun 7, 2018 at 10:54 AM
To: info@oceanodunespwp.com

Hi,

When is the next public meeting to voice my opinion on things I'd like to see from state parks at the dunes?

First and foremost I'd like to see state parks support the Grover Beach Conference Center. This area desperately needs a minimum 10,000-15,000 sq. ft. event center. I often have to drive two and half to three hours away for the nearest anime convention because there is not enough affordable or large enough space for fans to put on geek conventions.

I am definitely in support of state parks acquiring more land for recreational activities.Second, an aquarium at Pier Avenue or in that area would be amazing!!! :)

Thank you,

David Pecci
Pismo Beach, CA

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments for Public scoping peroid - David Pecci

1 message

Dave Pecci <dpecci25@gmail.com> Thu, Jun 7, 2018 at 11:04 AM
To: info@oceanodunespwp.com

The three things I'd like to see:

1) 10,000 to 15,000 sq. ft. event/convention center

2) Support for the Grover Beach Conference center and that state parks helps fund it

3) An aquarium at the end of pier avenue or somewhere nearby. We don't need another pier. Give this area something new and different. This county already has four piers.

Above all else we need an event center. I have to drive two and half to three hours for the nearest anime convention because there is not enough affordable or large enough space for geek conventions. It's like this area doesn't care about the geeks. This area offers a bunch of sports, but not much for people who live a different lifestyle. It's discriminatory and sad people into fandoms don't have enough space to put on geek conventions.

Thank you for your time,

David Pecci

Pismo Beach, CA 93449
108 Capanna Court

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes request

1 message

A.Perez <drgracr70@gmail.com> Thu, Jun 7, 2018 at 5:22 PM
To: info@oceanodunespwp.com

Hi Cal. State Park

I've been going to Oceano Dunes for over 25 years and seen many changes some good some bad. The main one is it's getting smaller would be nice if you can open more OHV land, make it more accessable so we don't get stuck in the sand when towing a RV or whatever someone tows, solar lights on the pole markers and restrooms, on major holidays there's always a long line to get in maybe open a couple of more entry options, dump sites to empty out an RV. Thanks for taking time to read and consider any of our thoughts

Oceano Dunes#1

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Pismo SB and Oceano Dunes SVRA Public Works Plan - Scoping Period Re: Oceano SRVA PWP

2 messages

Oceano Dunes <info@oceanodunespwp.com> Wed, May 30, 2018 at 2:26 PM
To: phipps.johnq@gmail.com

Thank you for providing a comment during the public scoping period for the Pismo State Beach (SB) and Oceano Dunes State Vehicular Recreation Area (SVRA) Public Works Plan (PWP). Written comments will be accepted until 5:00 p.m. on Saturday, June 9, 2018.

John Phipps <phipps.johnq@gmail.com> Thu, Jun 7, 2018 at 12:59 PM
To: Oceano Dunes <info@oceanodunespwp.com>

Dear Sirs:

This is a comment requiring your immediate attention reguarding the SVRA Public works Plan. I have in my possession a letter from the County of San Louis Obispo Health Commission dated May 15, 2017. This letter indicates the residents of Nipomo Mesa are subject to serious deadly health consequences from the dust plume and its associated Particulate Matter (PM) created by the Oceano SRVA. How are you to address this matter with the proposed expansion of the Oceano Dunes SRVA and the increase in PM that will follow, because of increased access and reduced permanent vegetation on the dunes.

Best Wishes,

John Phipps

Nipomo, CA
[Quoted text hidden]

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

(no subject)

1 message

ridingyamaha04 <ridingyamaha04@aol.com> Thu, Jun 7, 2018 at 11:20 AM
To: info@oceanodunespwp.com

Myself and several others would like to see a campground area where you can park with full or no hookups but has water fill up and a dump station. We would like to ride from our camp spots out to the ohv area just like Oregon has. Those of us that love riding there but prefer to camp off of the beach eliminating the rust from our vehicles and dealing with the noisy people all night long.

Sent via the Samsung Galaxy S®6 active, an AT&T 4G LTE smartphone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes and Pismo

1 message

Keith Ringgenberg <kringge@gmail.com> Thu, Jun 7, 2018 at 10:08 AM
To: info@oceanodunespwp.com

Here's the deal.
Pismo Dunes are unique in California.
There is no place in California like it, if you turn it into a boardwalk destination and try to compete with Santa Cruz with the Ferris wheels and the dingle bob's and all that other kind of garbage you're competing with every other venue along the California coastline.
Pismo dunes and the off-road area is unique, it's what draws people to the Central Coast.
As far as I'm concerned you could open it clear to Devils slide and that might help the so-called dust problem on the Mesa.
There wouldn't be quite as many vehicles in a concentrated area.

If access to the dunes is lost or restricted anymore, I would rather go to Monterey or Santa Cruz for fish and chips and the Seabreeze. There's no point going to Pismo!
What's the draw?

Great restaurants? Nope
Great entertainment? Nope
All these proposals will cost millions and millions.
When you kill the majority of your tourism, how are you going to pay for it?
Instead of taking 5-6 trips a year to Pismo,we'll be spending our vacation in Oregon. They love us, our money and easy access to much more dunes!

Sent from my iPhone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments - Oceano Dunes

1 message

Tony Salome <tsal3@earthlink.net> Thu, Jun 7, 2018 at 12:13 PM
To: info@oceanodunespwp.com

To: Katie Metraux,
California Department of Parks & Recreation

Dear Ms. Metraux:

I understand there have already been many comments made about proposed changes for management of Oceano Dunes. I believe the park is a unique and extremely valuable natural and recreational resource for our local area and our state. Any proposed changes should serve to protect the dunes not destroy them.

My biggest concern is overuse of the park. While I appreciate recreational use, more needs to be done to limit destructive activity by off road vehicles in the park. I believe the number of off road vehicles could and should be limited. The number of accidents and irresponsible behavior seems to dominate the news every summer. Many of these incidents involve excessive alcohol use while operating vehicles in the park. There should be no alcohol use in the park.

Limiting the use will help ensure public safety as well as protect the fragile habitat in the area. Plant and animal life are in constant danger. More police and enforcement are also needed. The Rangers do an amazing job but are overwhelmed in peak season.

The issue of dust pollution has been discussed for quite some time. The state has already identified plans to address these concerns. However, this serious health issue warrants continual monitoring and review. If the current plan proves inadequate, additional measures to mitigate the problems should be implimented without hesitation.

The dunes should be protected above all!

Thank you for your consideration as you move forward.

Sincerely,

Tony Salome
Los Osos, CA

Sent from my iPhone

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

EIR of the PWP for the Oceano Dunes

1 message

Paul Stolpman <stolpman@hotmail.com> Thu, Jun 7, 2018 at 4:35 PM
To: "info@oceanodunespwp.com" <info@oceanodunespwp.com>

Comments on the Environmental Impact analysis of the PWP
If the PWP considers increasing more southern OHV riding, RV camping near Oso Flaco or a new southern entrance for motor vehicles, parcularly lar ge RV's, the following two air quality impacts must be considered.

1. More OHV riding further south in the ODSVRA could lead to an increase in noise and an increase in PM 10 and PM 2.5 concentraons in r esidenal ar eas in the southern part of the Nipomo Mesa, parcularly a t Trilogy at Monarch Dunes, and also in the Town of Guadalupe. Also since a fracon of the PM 10 would be crystalline silica, a known carcinogen, there would be an increase in cancer risk in these communies. Both of these en vironmental impacts would need to be considered and analyzed if the PWP contemplates an opon of mo ving OHV riding further south in the ODSVRA.
2. A southern entrance to the Dunes would lead to more traffic from larger, diesel powered vehicles on Highway 1 through Guadalupe and on Willow Road and Highway 1 bordering Trilogy. Increased emissions of diesel parcula te, another known carcinogen, would be the result of this increased traffic. The resulng incr ease in cancer risk in neighborhoods along Highway 1 and Willow Road would have to be analyzed if a new southern entrance is being considered.

Paul Stolpman
stolpman@hotmail.com

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Attn Katie Metaraux

1 message

marie vargas <mvz86@yahoo.com> Thu, Jun 7, 2018 at 10:48 PM
Reply-To: "mvz86@yahoo.com" <mvz86@yahoo.com>
To: "info@oceanodunespwp.com" <info@oceanodunespwp.com>

We would love to have an area for camping on beach without the noisy quads all around our camping area.
Thank you.

Sent from Yahoo Mail on Android

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

A Plan For The Dunes

1 message

Tom Wallace <tomwallaceghs@gmail.com> Thu, Jun 7, 2018 at 10:31 PM
To: info@oceanodunespwp.com

As someone who has trouble breathing one third of the year due to silica off the sand; you should close the La Grande tract from riding. You should greatly reduce the number of ATVs and not allow motorcycles or trucks on the dunes.

Since her many injuries and even deaths from people driving while drunk; there should be a police presence using breathalyzers, the same as cars at checkpoints as for camping, there are adequate campgrounds with facilities, without further trashing the dunes.

Margaret Wallace, Nipomo

--
Tom & Margaret Wallace
email: tomwallaceGHS@gmail.com
Webpage: tomstechnotes.com
Youtube channel: https://www.youtube.com/user/tomstda
Facebook: https://www.facebook.com/tomwallaceghs

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes Improvements

1 message

Dave W <dwhawaii@hotmail.com> Thu, Jun 7, 2018 at 7:25 AM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Hello,
I am very excited to hear about the proposed changes to the Oceano Dunes Park. As a property owner in Oceano I agree that changes are overdue. I would particularly like to see improvements to the Pier Avenue area. This area has tremendous potential to be a wonderful tourist destination. Some things that I would love to see:

-Definetely would love a pier located at the end of Pier Ave. It would be great if it also connected to a boardwalk that runs along the beach. Lifeguard tower also great idea. Making this area a beach for people to enjoy without all the nuisance vehicle traffic on this beach will be a wonderful change.

-Encourage redevelopment along Pier Ave with restuarants and shopping. There are currently some run-down/abandoned structures on Pier Ave that have become eyesores.

-Restricting vehicle access further south away from the residential areas using separate entrance. I believe this is in the works already.

Thank you for your consideration,
David Webre
dwhawaii@hotmail.com
(805)844-8603

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Public Comment

1 message

Linda Busek <l_busek@yahoo.com> Fri, Jun 8, 2018 at 9:48 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Dear Ms. Katie Metraux,

I am a resident of Arroyo Grande and welcome the opportunity to weigh in on the Oceano Dunes State Park do-over. I attended the scoping meeting held in A.G. last month where a number of people spoke about their wishes going forward.

It is vitally important that the health issues associated with the Dunes are addressed in this next iteration. Since I live near the site, the quality of life impacts are urgent. Here is a short list of what's important to me and some ancillary wishes.

Mitigate the dust and particulate matter. One remedy is to reduce the number/presence of ATVs that spew carbon emissions. They also tear up the landscape and create noise polution.

Extend the length of the boardwalk. For those who find it difficult to navigate the dunes on foot, the boardwalk provides a stable platform and enables disabled and impaired folks to enjoy the magnificent scenery.

Leave the 120 acres currently in agriculture at Oso Flaco to remain intact. The road is too narrow and fragile to accommodate heavier traffic and the farm activities will be negatively impacted if the land use is changed. *Definitely do not consider a motocross* which was mentioned at the Arroyo Grande scoping meeting.

Consider building a lodge to accommodate visitors that is LED compliant and architecturally designed to be compatible in the environment. Pier Street in Oceano is a commercially depressed area. What can be done to enhance business there? Is this a possible location for the Lodge?

Add coin operated showers at the WC locations (one tall for full body and one short for foot rinsing after swimming/walking the Dunes.)

Introduce drought tolerant plants in the parking lots and around the service buildings.

Support the Pier Street Visitor Center in Oceano. It is am excellent educational resource for Dunes visitors.

Thank you!

Linda Busek
240 Aspen Street
Apt. 3
Arroyo Grande, CA 93420
650.367.6780

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

OCEANO DUNES

1 message

James Coalwell <shyster_me@msn.com> Fri, Jun 8, 2018 at 9:32 AM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>
Cc: Lois Coalwell <loiscoalwell@yahoo.com>, "Coalwell, Brendan" <bcoalwell@gmail.com>, Garon Coalwell <gcoalwell@gmail.com>, "justin@coalwellfamily.com" <justin@coalwellfamily.com>

Please have the EIR include the financial impacts to SLO County, Oceano, Grover Beach and Arroyo Grande.

Per State Parks there are 2.2 million visitors per year. All nearby communi es want to increase tourists. What if anything could replace the 2.2 Million current tourists?

The winds have been blowing here, crea ng dunes for millennia and con nuing. The Nipomo Mesa is an old dune; has been since before the developments chopped down thousands of trees a built hundreds of houses. It is mostly the newbies to the area complaining about the preexis ng and con nuing condi ons of dune crea on. What is their responsibility for moving to the nuisance? What is the responsibility of the developers? What is the responsibility of the realtors?

Expand the off road riding area drama cally, south of the present area, then cut back the riding area between poles 4 and 5. (Prior to 1982 there were 11,000 acres of riding area, mostly south of the present area--where there is less than 10% of that amount now.)

JAMES D. COALWELL

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

OCEANO DUNES SVRA Recommendations for Proposed Improvement Project

1 message

Roy DeJesus <rdejesus68@hotmail.com> Fri, Jun 8, 2018 at 10:38 AM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>
Cc: Roy Work <roy@interstices-lb.com>

I am a home owner on the beach side of Oceano. I would like to recommend the following improvements for the residences and visitors to Oceano Dunes. I feel this will give them a pleasant experience while visiting the dunes.

RECOMMENDATIONS:

1.
NEW ENTRANCE GATES.

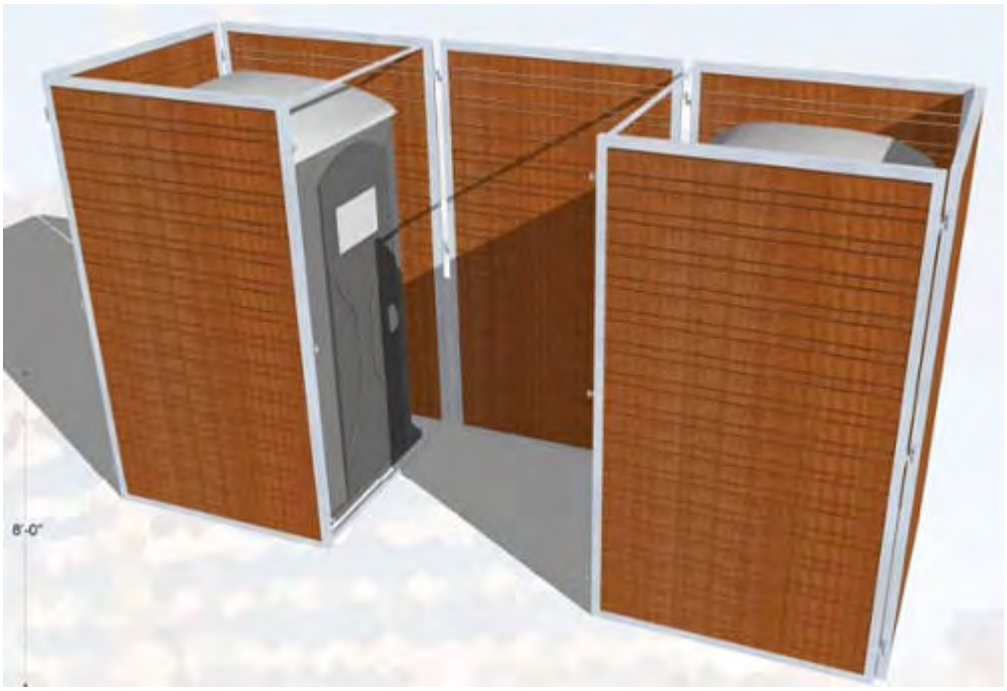
A. STRUCTURE TO MATCH NEW VISITOR CENTER BUILDING FOR CONTINUITY.
B. USE OF SHIPPING CONTAINER FOR MOBILITY AND LOOK OUT TOWER ABOVE.

2.

PORTABLE TOILET ENCLOSURES.

A. HIDE UNSIGHTLY TOILET STALLS.

B. WIND BARRIER.



3.

NEW BOARDWALK PATHWAY FROM GRAND AVE ENTRANCE TO PIER AVE ENTRANCE.

A. CONNECT BOARDWALK TO SOUTH CAMP SITE.
B. PROVIDE SEATING AND LOOK OUT AREAS.

4.

NEW BOARDWALK PATHWAY FROM PIER AVE TO OFF ROAD RENTAL AREA.

A. BOARDWALK IN FRONT OF HOMES TO DIRECT PATH TOWARDS RENTAL AREAS.

B. FOOT BRIDGE OVER CREEK TO AVOID WATER CROSSING.
C. PROVIDE SEATING AND LOOK OUT WITH DESCRIPTION OF PROTECTED AREAS.
D. END BOARDWALK WITH RAISED LOOK OUT VIEWING THE OFF ROAD AREA AND MUSSEL POINT. INFORMATION BOARD OF DUNE HISTORY.


www.100Steps.info

I have attached a PDF with photo examples of my recommendations. I hope some of the recommendations will be part of the proposed improvement project.

Thank you,

Roy De Jesus

Oceano Dunes SVRA Recommendations.pdf
3540K

OCEANO DUNES SVRA

PWP PLANNING AREA AND PROPOSED IMPROVEMENT PROJECT

RECOMMENDATIONS:

1. **NEW ENTRANCE GATES.**
   A. STRUCTURE TO MATCH NEW VISITOR CENTER BUILDING FOR CONTINUITY.
   B. USE OF SHIPPING CONTAINER FOR MOBILITY AND LOOK OUT TOWER ABOVE.
2. **PORTABLE TOILET ENCLOSURES.**
   A. HIDE UNSIGHTLY TOILET STALLS.
   B. WIND BARRIER.
3. **NEW BOARDWALK PATHWAY FROM GRAND AVE ENTRANCE TO PIER AVE ENTRANCE.**
   A. CONNECT BOARDWALK TO SOUTH CAMP SITE.
   B. PROVIDE SEATING AND LOOK OUT AREAS.
4. **NEW BOARDWALK PATHWAY FROM PIER AVE TO OFF ROAD RENTAL AREA.**
   A. BOARDWALK IN FRONT OF HOMES TO DIRECT PATH TOWARDS AND FROM RENTAL AREAS.
   B. FOOT BRIDGE OVER CREEK TO AVOID WATER CROSSING.
   C. PROVIDE SEATING AND LOOK OUT WITH DISCRIPTION OF PROTECTED AREAS.
   D. END BOARDWALK WITH RAISED LOOK OUT VIEWING THE OFF ROAD AREA AND MUSSEL POINT. INFORMATION BOARD OF DUNE HISTORY.

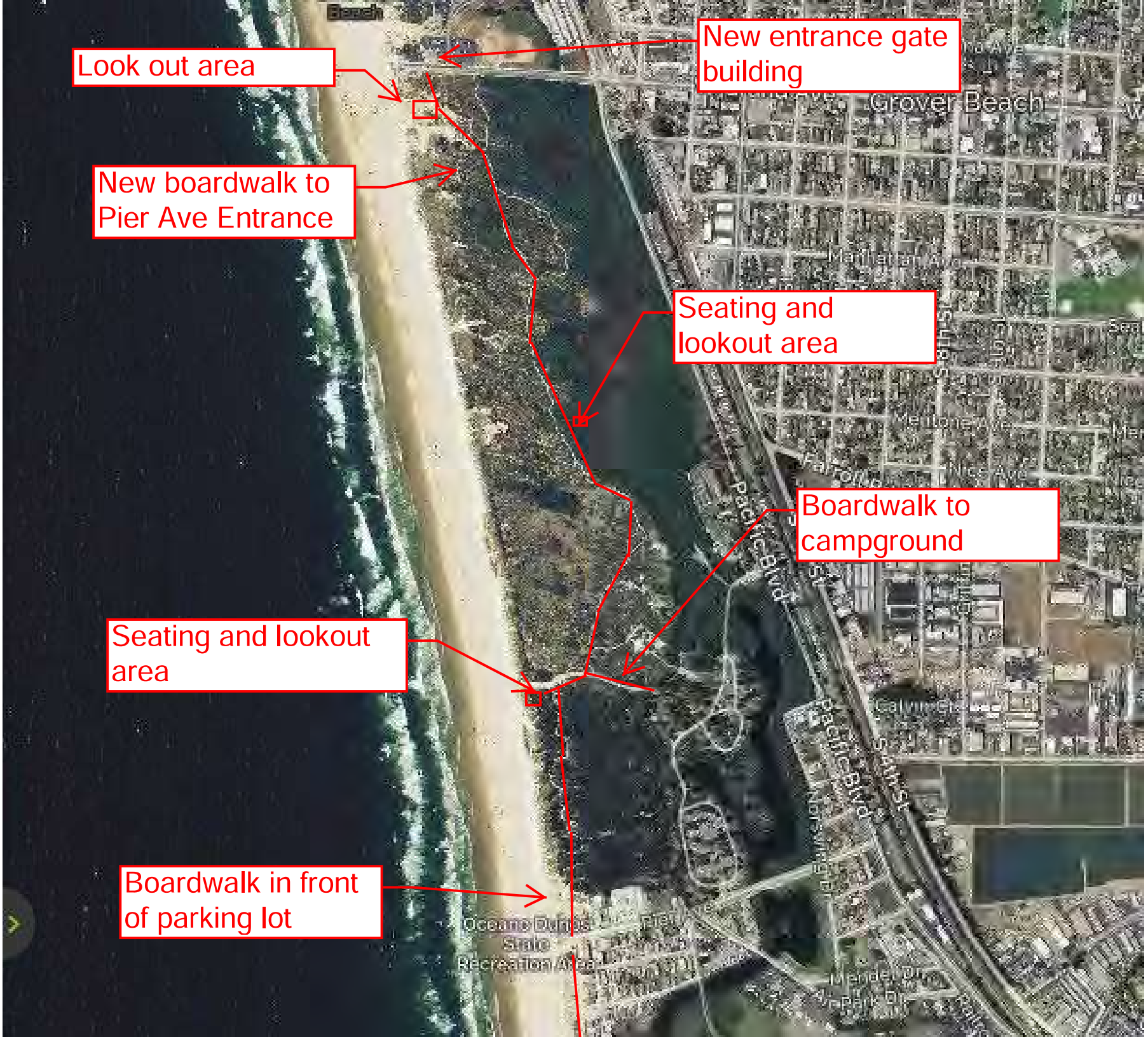

New boardwalk to Pier Ave Entrance
Seating and lookout area
Boardwalk to campground
Seating and lookout area
Boardwalk on beachfront
Walkway bridge over creek
End of Boardwalk by rental area
Raised lookout with portable toilets
Off road rentals
W Grand Ave
Grover Beach
Manhattan Ave
Pacific Blvd
Oceano Dunes State Recreation Area
Arroyo Grande Creek

NEW ENTRANCE GATE EXAMPLES

PORTABLE TOILET SCREEN EXAMPLES


8'-0"

NEW BOARDWALK TO PIER AVENUE ENTRANCE EXAMPLES


Look out area
New entrance gate building
New boardwalk to Pier Ave Entrance
Seating and lookout area
Boardwalk to campground
Seating and lookout area
Boardwalk in front of parking lot
Grover Beach
Pacific Blvd
Oceano Dunes State Recreation Area

NEW BOARDWALK FROM PIER AVENUE TO OFF-ROAD AREA


New entrance gate building
Boardwalk on beachfront
Walkway bridge over creek
End of Boardwalk by rental area
Raised lookout with portable toilets
Off road rentals
Pacific Blvd
Calvin Ct
Norswing Dr
Mendel Dr
Park Pl
Arroyo Grande Creek


www.100Steps.info

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes

1 message

Clark D'Souza <clarkcdsouza@gmail.com> Fri, Jun 8, 2018 at 7:22 AM
To: info@oceanodunespwp.com

Attn: Katie Metraux, Acting OHMVR Planning Manager, 1725 23rd Street, Suite 200, Sacramento, CA 95816

Please follow the link below to hear my concerns about the Oceano Dunes.
https://www.youtube.com/watch?v=ucv5I0kGggc

I am a legal resident and a shareholder in the County of San Luis Obispo and the State of California. I am disabled veteran.

This video is about a recent SLO Tribune article about the Oceano Dunes, and more will follow.

Clifford Clark D'Souza
2039 Beach Street
Oceano, California 93445

clarkcdsouza@gmail.com

Email: info@OceanoDunesPWP.com
Mail: California Department of Parks and Recreation, Attn: Katie Metraux, Acting OHMVR Planning Manager, 1725 23rd Street, Suite 200, Sacramento, CA 95816

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes State Park

1 message

Ed Harris <movieln2@gmail.com> Fri, Jun 8, 2018 at 4:42 PM
To: info@oceanodunespwp.com

My wife and I can only enjoy a portion of the park, from the Grover Beach entrance to Pismo Beach, where we won't get run over by four wheelers.

I include the State Parks Mission Statement.

Our Mission. To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources,

I don't know what is so inspirational about avoiding four wheelers running up and down the beach. There is not much preserving biological diversity at the park. It is more like destroying biological diversity. I don't see any protecting valued natural and cultural resources either.

it would nice to have a park everyone could enjoy besides the off roaders. They tear up and down the dunes spraying sand in the air, which we avoid. It is no fun to be near spraying sand. The scream from the engines is annoying. I guess that is what the State Parks calls recreation, destroying the dunes and the biological diversity of them. I believe you need to delete your mission statement from the website.

I read in books and magazines about people driving their cars through the great Sequoia trees. I have seen old pictures of people down on the beach with the Elephant seals. I read about when chemical companies dumped their waste in the Great lakes.
Well, there is one place on earth where people can still be pigs, Oceano Dunes State Parks. For the hefty sum of $5. they can ride their sand dune buggies all over the dunes creating noise and air pollution, all the while destroying any vegetation and ecosystem that was there.

Create a park everyone can enjoy. Where people can go and be inspired from hiking to the top of the dunes and viewing the ocean.

Ed Harris
movieln2@gmail.com

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Public Comment - Oceano SVRA/Pismo Beach State Park update

1 message

JB <JenPete@aol.com> Fri, Jun 8, 2018 at 7:23 AM
To: info@oceanodunespwp.com

I'm a San Luis Obispo County resident and interested recreationist. Thank you for accepting my comments re: updates to the Pismo State Beach/Oceano SVRA areas.

North Beach Campground:

- Plant heavy/dense shrubbery/greenery along the Highway 1 edge of the campground. This side of the campground is exceedingly loud from road noise.

- Install shades at each campsite. While we do come to the beach for sun, it's also nice to be able to sit outside while getting a break from direct sunlight. There is insufficient shade on most sites on the Highway 1 edge of the campground, and center of loops.

Oceano SVRA:

- Expand the SVRA riding area for safer travel by recreational users. This park used to be vast, but an ever-expanding human population with increased interest in OHV use have been forced into a smaller and smaller box. Oceano is the only place on the entire California Coast where riding is allowed. Closing this area down won't reduce dust to neighboring communities as long as there's sand and wind. (Check Guadalupe where, again, no one is complaining about dust, sand, particulates, in spite of that community's sometimes-sand-lined streets behind a dune complex that has been closed to vehicles for some 30 years.)

- Allow at least two contractors in any service area to service the park, or drop park limitations on service providers altogether. Allowing only one contractor (ie. one towing company, one wood purveyor, etc.) creates a monopoly that doesn't serve your public. Allowing two or more contractors in each field would allow for competitive pricing that would provide your park users options and less opportunity to be taken advantage of.

Oceano/Pismo entrance stations
- Study how Pfeiffer Big Sur State Park works its entry kiosk and expand entry services for Oceano. Big Sur manages to run two lanes (one for people who already have passes to enter while the other is for newcomers who need assistance). Oceano/Pismo, for whatever reason, has everyone wait in a single line while some are being served. Annual pass holders, those who already have their window tag for teh day/week, should be able to simply enter and exit without creating more traffic in a line, idling and dumping unnecessary exhaust into the neighborhood.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

MY COMMENTS

1 message

Virginia Maier <ginnymaier@charter.net> Fri, Jun 8, 2018 at 12:05 PM
To: info@oceanodunespwp.com

Thursday, June 7, 2018

Hello,

My name is Virginia Maier, and I live at Bluff Point, on a cliff overlooking the sand dunes. I am glad you asked our opinions and gave us an e-mail address. Thank you.

I think that driving on the beach and sand dunes should be prohibited forever. Have you ever wondered why it is that the ONLY place in the state of California is Oceano that allows It? It is because the other beaches are smart and don't want two or three dead people every year from overturned sand buggies, plus numerous accidents, plus sand particles making air pollution, plus the noise on weekends for those of us that live close by. Eventually, the mesa is going to become so populated you will have to close the driving part anyway. Why wait?

Any and all of the options in the newspaper article are viable and good possibilities to replace the driving on the beach. I would sugest to sieve through them for the ones that would bring in the most money for the town, as the town seems greedy for it. At least that is the only reason I have heard for continuing the dangerous sand driving.

Most Sincerely,
Virginia Maier
2856 Northview

Avenue

Arroyo Grande, CA

93420

living close.

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Mesa resident comment/complaint on the dunes park/campground

1 message

Debbie May <dmkittymama@yahoo.com> Fri, Jun 8, 2018 at 3:41 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Hello,
My name is Debra May and I moved to the mesa to be with my husband in 1990. For years there was this droning sound that I could not figure out. One morning I realized it was the dune buggies on the beach.
My question is, why has no one brought up the noise pollution that these machines produce? And WHY, oh WHY, is there NO CURFEW?

The sound carries and is extremely annoying, especially at night. There is a danger aspect when these carry on in the dark hours. I would like to see a curfew, not later than
9 p.m. or 10 p.m. Most places have an ordinance to close their public pool no later than
10 p.m. because that is when people go to SLEEP! Why isn't there a curfew for the dunes so people don't have to hear the droning sound all night?

Thank you
Debra May
Palo Mesa resident

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Pismo State Beach and Oceano Dunes State Vehicular Recreation Area Public Works Plan

1 message

Dorothy Modafferi <tdmod7@icloud.com> Fri, Jun 8, 2018 at 8:13 AM
To: info@oceanodunespwp.com

To: California Dept. of Parks and Recreation

Since the Oceano Dunes State Vehicular Recreation Area was first formed, there has been a significant increase in population, growth of cities and housing, and the impact of traffic from the population growth and tourism. Decisions made several decades ago when OHVs were permitted is no longer pertinent because of this growth.

One of nature's natural resources is being destroyed by off highway vehicles riding in the Oceano Dunes State Park. The ability of people to enjoy the beauty of the dunes and ocean is harmed by the dangers of vehicular traffic so that people cannot feel safe to walk to the ocean and enjoy a peaceful day at the beach. The vehicular noise alone negates the peaceful feeling brought by being in nature. There are other OHV areas, away from cities and pedestrians, that could be used instead so that everyone can enjoy the dunes and ocean. Many of us stay away from the area because of safety concerns.

The fact that meetings are being held in Fresno to determine what will be done in San Luis Obispo County is troubling. The residents of San Luis Obispo County should be the primary decision-makers.

The issue of the air pollution from the OHV riding areas would be totally solved with the elimination of the vehicles on the beach. Instead, native vegetation, wildlife, and dunes formation could continue naturally. Everyone, including campers, would be able to safely enjoy this beautiful coastal area.

Dorothy Modafferi
Nipomo, CA

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments on Oceano Dunes

1 message

John Moule <johnmoule@earthlink.net> Fri, Jun 8, 2018 at 10:06 AM
To: info@oceanodunespwp.com

The proposed changes at Oceano Dunes must include a serious dust abatement plan. I live in Nipomo and I am tired of breathing the dust that is coming from the SVRA. The dismal air quality in Nipomo is directly a result of the SVRA. I know that the mission of the California State Park System does not include vehicular recreation. It does include protecting the environment. Air quality must take precedence over vehicular recreation according to the mission of the California State Park System.

John Moule
410 Nopal Way
Nipomo, CA 93444

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Fwd: Comments on the Oceano Dunes

1 message

Laurance Shindeman <donlorenzo42@gmail.com> Fri, Jun 8, 2018 at 7:15 PM
To: info@oceanodunespwp.com

Sent via 2 cans and a string!

Begin forwarded message:

From: Laurance Shindeman <donlorenzo42@gmail.com>
Subject: Comments on the Oceano Dunes
Date: June 8, 2018 at 7:07:36 PM PDT
To: info@oceandunespwp.com

First let me state that I am not a “fan” of the mayhem and carnage and environmental impacts of the dune riders or the oddly named “friends of the dunes”…kind of Orwellean naming an organization for what it is not.

When you look at entrance fees at other parks in California, the fees at Oceano are way too low. Adding a few bucks will enable parks to actually have the funds to monitor the air and patrol the mayhem.

As to another entrance, I can understand that Oceano takes the brunt of the traffic, but adding another entrance is like squeezing a water balloon. The impacts are just spread around some more. Right now Oso Flaco is a nice nature walk. Why screw it up?

Also I’d suggest specific riding hours…from where I live on the Mesa you can hear the cacophony of motors well in to the early morning hours.

They’re there to see the sunsets so says your survey….what nonsense. I’ve been on the dunes and few take the time to get off their quad fours and take in the majestic views. They’re more interested in racing up and down the dunes, and horseshoe turns than take a moment out for nature.

There are coastal communities up and down the coast and only here is there off road riding. Perhaps those towns know something. Their economies flourish with tourism and ancillary activities where the tourists actually spend money in the local businesses that boost the economy. There are off road sites all over the site. That’s what they want to do so let them ride their hearts out in those sites.

Provide a “good, better, best” environment for campers Provide a hierarchy of services that will fund Parks. Right now it looks more like a caravan from the grapes of wrath with campers huddled together in circles to ward off the winds. The amenities are pitiful.

I’m not a camper. (That’s why there are hotels). But the times that I visited the dunes; it was appalling in terms of the squalid conditions.

I’ve walked the dunes where there are no riders, and its ethereal. Why not encourage more day trips and hikes on the dunes and perhaps build a lodge for visitors. It would improve the local economy, add jobs (the politicians alway go there) and provide more economic viability to Oceano. Right now its a coastal resource that is being squandered.

Laurance Shinderman
1878 Eucalyptus Rd
Nipomo, CA 93444
415-254-6762

Sent via 2 cans and a string!

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Parks Proposal

1 message

sandra tiffany <stiffany60@me.com> Fri, Jun 8, 2018 at 7:40 PM
To: info@oceanodunespwp.com

1) The idea of an extended boardwalk is great for Oceana residents to help reclaim their beach access.
2) Moving the entrance to the Oso Flacco entrance is not. You will be moving the dust issue to Guadalupe and will tie up the already busy Hiway 1. The summer traffic on the 2 lane road is heavy!
3) There are many accident on the Dunes - and some deaths- due to lack of patrol. This needs to be addressed!
4) Remember the dust issue for Mesa residents!

Sent from my iPad
Sandi Tiffany

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

RE:Public Comment for Oceano Dunes

1 message

Clark D'Souza <clarkcdsouza@gmail.com> Sat, Jun 9, 2018 at 9:21 AM
To: info@oceanodunespwp.com

Attn: Katie Metraux, Acting OHMVR Planning Manager, 1725 23rd Street, Suite 200, Sacramento, CA 95816

Please follow the links below to hear my concerns about the Oceano Dunes:

https://www.youtube.com/edit?o=U&video_id=murl8drQuss

https://youtu.be/murl8drQuss

Thank you,

Clark D'Souza
2039 Beach Street
Oceano, California 93445

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

RE: Oceano Dunes Public Comment

1 message

Holly GoLightInfantry <hollygolightinfantry@gmail.com> Sat, Jun 9, 2018 at 9:35 AM
To: info@oceanodunespwp.com

Attn: Katie Metraux, Acting OHMVR Planning Manager, 1725 23rd Street, Suite 200, Sacramento, CA 95816

Please follow the link below to hear my concerns about the Oceano Dunes.

Thank you,

Clark D'Souza
2039 Beach Street
Oceano, California 93445

https://youtu.be/ucv5I0kGggc

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

RE: Oceano Dunes Comments

2 messages

Holly GoLightInfantry <hollygolightinfantry@gmail.com> Sat, Jun 9, 2018 at 10:42 AM
To: info@oceanodunespwp.com

Attn: Katie Metraux, Acting OHMVR Planning Manager, 1725 23rd Street, Suite 200, Sacramento, CA 95816

Please follow the link below to hear my concerns about the Oceano Dunes.

Thank you,

Clark D'Souza
2039 Beach Street
Oceano, California 93445

https://www.youtube.com/edit?o=U&video_id=US32HQ7K6Ac

https://youtu.be/US32HQ7K6Ac

Holly GoLightInfantry <hollygolightinfantry@gmail.com> Fri, Jun 15, 2018 at 7:10 PM
To: info@oceanodunespwp.com

[Quoted text hidden]

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Comments on pwp

1 message

Dustin <dusting5239@gmail.com> Sat, Jun 9, 2018 at 1:51 PM
To: info@oceanodunespwp.com

Hi my name is Dustin Gotchal I am a nipomo mesa resident and a life long user of the odvsra. I would like to say I suport project a of the pwp. I also support a southern entrance to the dunes and Oregon dune like trail system that are one way if they are narrow or tight so head on accidents don't occur around corners.

thank you

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

PWP public input

1 message

dustin haning <darksidefab17@yahoo.com> Sat, Jun 9, 2018 at 4:59 PM
To: "info@OceanoDunesPWP.com" <info@oceanodunespwp.com>

Thank you for compiling public commit on the scope of the Pismo SB and Oceano Dunes SVRA PWP

I am a local Nipomo resident I would like to start with saying in no way is the public or users of the OHV area happy with the agreement the state park got them self in. I was a horrible choice and could be the slow death of our OHV park.

In an effort to push forward with the PWP to hopefully save some of our park and get some recreation back here are my ideas.

. All abated areas should have trail systems. Some one-way and some more open. All trails should have wood or plastic posts no steel posts

. All abated bowls that cant be vegetated have trails to them for use.

. Trails should be installed in vegetation areas that have been taken from us already

. All fence lines should be pushed back to the states property line.

. The area south of Oso Flaco should be opened back up for riding. Either with open dunes or trail systems.

. The area for the Least Tern should be give back as they do not nest there anymore

. Maintained picnic areas in new veg islands and at Boy Scout Camp that are concrete pads with a table and over hang.

. All restrooms should have solar lighting

. All poles should have solar lights in the signs for marking areas

. More 15 MPH signs on the beach stating all vehicles limited to 15 MPH on beach and camping area

. All signage need to be in Spanish and English

. More if you pack it in pack it out signs as well as littering trash fine signs

. Vegetation islands should have disc golf installed

. A day use large oval parking lot for horse trailers with 12x12 pipe corrals around the boarder of the parking lot. and a round pin in center should be installed north of the ranger station (see attached photo)

. All entrances should have a fast lane for season pass holders or people that already have there day/night pass.

. The new entrance should also have beach access for trailers separate from the OHV entrance

. The new campground needs a full size dirt motocross track and a dirt kids track

. A new dump station close to the new camp ground.

. Air monitoring stations on the beach, after the OHV, on the perimeter of the dunes

. A concrete board walk for Pier avenue entrance to the Pismo Beach Pier

. Half dome Amphitheatre in dunes close to new campground

. Camping cut down from 999 to 750 because of lost riding area

. Daily vehicle limits reduced by 25% because or the loss of riding area

. Increase garage bin count by 1 at all times

.

horse snip2.jpg
160K

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceans Dunes

1 message

Matt Howitt <howitt.matthew@gmail.com> Sat, Jun 9, 2018 at 7:32 PM
To: info@oceanodunespwp.com

The best change that would help Oceano Dunes is to limit car access. This is one of the most beautiful beaches in California and it gets littered with cars. Not only is it an environmental hazard, it is a safety problem also. Many cars drive through the non car section and don't care they may hit people or even children, and the rangers are slow to respond. I think closing the Grand street entrance would help with this.

Other than that, I think opening a trail from Grand to Pier Avenue would be great, and nobody would want to look at a beach littered with cars.

Matt Howitt
sfhowitts@gmail.com
415-823-2376

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Re: Pismo State Beach and Oceano Dunes SVRA Public Works Plan – Scoping Period Reminder and Meeting Materials

1 message

Lyndi Love <lovehaning@yahoo.com> Sat, Jun 9, 2018 at 5:01 PM
To: info@oceanodunespwp.com

Hi Katie,

Thank you for compiling public comments on the scope of the Pismo SB and Oceano Dunes SVRA PWP.

As a San Luis Obispo County resident, I would lie to see the unique history and recreational opportunities preserved and enhanced at Pismo State Beach and the Oceano Dunes SVRA. The current recreational opportunities, especially OHV activity is especially important to our local economy. Please accept the following list of specific ideas/opportunities I would like to see considered:

- Enhance the equestrian parking area and provide a better equestrian trail system where equestrian and OHV opportunities can remain in harmony
- Create a concrete walkable/bikeable/skateable/ and dog friendly 2 lane boardwalk with doggy waste stations that extends from the current proposed boardwalk down to the Pismo Pier. Please reference the unique boardwalk opportunity offered in Monterrey. They are large enough to fit bicycle carts for an entire family to enjoy. This will also help the local bicycle cart rental businesses and local business facing the boardwalk.
- Solar lights in all restrooms
- Solar lit mile marker posts
- More doggy waste stations at Pismo SB and the SVRA
- A fenced off-leash dog area
- A few other kids play areas like the one off of Park Street in Pismo
- A southern entrance at the Oso Flaco area with full hookups – The ability to ride an OHV directly from the campground directly to the dune riding area (please research Winchester Bay Oregon campgrounds
- Overnight parking near beach entrances
- Destination/meet-up locations out in the dunes with picnic tables/BBQ areas
- Motocross Track
- Kids Track

Thank you in advance for your time and attention.

Regards,
Lyndi Love-Haning
San Luis Obispo County Resident

Sent from my iPhone

On May 30, 2018, at 12:15 PM, Oceano Dunes PWP <info@oceanodunespwp.com> wrote:

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes SVRA PWP.

1 message

Melissa McNeal <melissam1048@gmail.com> Sat, Jun 9, 2018 at 1:53 PM
To: info@oceanodunespwp.com

Hi my name is Melissa McNeal, I am a Nipomo Mesa resident for 20+ years. I support the development of Oso Flaco south entrance for development ogmm OHV use. Project A

Would also like to see restroom improvements, solar lights in the bathrooms, flushable toilets in the restrooms at the Pier Ave, and Grand Ave entrances.
Another suggestion, trails through the dunes like those up in the Oregon Dunes, that are wide enough for full size trucks to go through, possible a couple that are 1 way to help prevent head on collisions or other dangerous encounters.

June 9, 2018

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd Street, Suite 200
Sacramento, CA 95816

I am a 30-year resident of San Luis Obispo's south county who has explored the Guadalupe-Nipomo dunes complex for three decades. My frequent experiences in the dunes are "passive", experiencing all that the area, undisturbed by vehicle traffic, has to offer. The southern section of this unique complex (and it is complex!) needs to be preserved for dune lovers, researchers, and future visitors. Increased traffic, noise, and particulate matter (from the "grinding" of the beach and dune sand just north of Oso Flaco Lake) is inevitable if vehicular access to the beach is permitted at the southern end of the current OHV area.

As long as the number of vehicles allowed on the beach and in the dunes continues at the present level, I can understand the distress caused around the current access points. But access problems and reduction of "drive-on" beaches in other parts of the country are not justifications for increasing access near Oso Flaco Lake – especially since this area is so much more than a beautiful beach.

The Guadalupe-Nipomo dunes are a rare, irreplaceable resource. The convergence of history, geology, biology, and more, provides an experience that is unsurpassed. Where else do people experience undisturbed dune geology, Chumash middens, rare and endangered plants, an amazing variety of birds (including ones that attract people from a distance), bobcats on the causeway, and walk in footsteps described in 1769 explorer journals? The dunes currently provide educational opportunities for children and adults as well as health benefits for locals, eco-tourists and others. If you haven't already, take the walk from the parking lot, across Oso Flaco Lake, and to the beach; join the families, fishermen, nature lovers and others – more and more as time goes by. It's great for mental as well as physical health!

Suggestions to provide a southern entrance for vehicles to the OHV area and a campground close to Oso Flaco Lake are a concern for a myriad of reasons. It would infringe on the experiences of the "other" group of dune lovers who shut off their vehicle engines at the current parking lot. Allowing vehicular traffic all

the way to the beach will dramatically increase traffic and noise (an inevitable result would be more ATV activity in the dunes at the south end of the riding area), and will negatively impact the environment as well as the current passive recreational, educational, and eco-tourism opportunities. “Noise annoyance” would increase (currently the OHV is usually just background noise in the Oso Flaco area except on “bad” days). Nature without “urban noises” (vehicular traffic, etc.) reduces stress and is something many of us seek. In addition, with increasing numbers of ATVs at the south end of the riding area, the sand will be “ground” to finer particulate matter and the natural process of sand movement, saltation, would be disturbed and could affect air quality.

Finally, there are many positive reasons to maintain access to Oso Flaco as it currently exists. Health benefits from being in nature (“environmental exposure”), especially nature only minimally disturbed by human influence, provides physical and mental health benefits researchers are still discovering. Promoting and preserving what is unique about our area can result in unforeseen benefits. I’ve been to beach communities (Cape May, NJ is a great example) that promote their history, ecotourism, scientific research, and a healthy lifestyle. It can be quite lucrative.

Simply because the Oso Flaco Lake area is under the “control” of the OHV section of the state parks system, does not mean that off-highway riders should have even more impact on this rare, historic and scientifically significant area.

Sincerely,

Leslie Mosson
Nipomo, CA

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano beach make over

1 message

Danielle Okerblom <pharmstar87@gmail.com> Sat, Jun 9, 2018 at 5:47 PM
To: info@oceanodunespwp.com

Hello there my name is Danielle Okerblom and I live 5 minutes away for oceano beach California. I use the hiking trails every week to run my dogs off leash . I want to preserve the sense of isolation at that beach. I like the idea of a pier for development, but I don't think we need shops because two nearby beaches have shops and a pier and they have much better weather. Oceano is often overcast compared to other local beaches. I care tremendoulsily about the wildlife and animals there and other locals like me want to see wild habitat come back. I would like to see some long backpacking trails along the beach and campground at the end. Let us make it a fitness destination. Camoing is great but please lets limit the RV campground. They currently make up the entire pismo and grover camping area. I would like to see this area preserved for hiking, wildlife and maybe access for cars near the oil refinery so I don't have to see them. Furthermore we could increase the price to drive on the beach when we limit the access so it's still makes a decent amount of money. I can't imagine cars coming off the be a h completely.
Thanks Danielle Okerblom
805-478-4994

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes expansion

1 message

S D Phipps <sdppp22@gmail.com> Sat, Jun 9, 2018 at 7:41 AM
To: info@oceanodunespwp.com

To California dept. Parks and Recreation,

In planning for the redesign of the park, I am in favor of a Pismo state Beach boardwalk and to improve services at the Butterfly Grove.

HOWEVER, until the air quality is improved from the riding area and the health of those who live downwind from the off road riding area is considered as important as recreation for those who live outside the area, I would be **strongly** opposed to :

a.Moving the entrance of the park south

b.Converting 120 acres of ag land to campground and staging area.

c, . improving RV hook up and campground area at Oceano campground

There is an agreement with the State Parks to improve the air quality.
However, there is no history that they will comply. as they never have before.
Why should this be any different?

IF you really want to expand the services, the health of those who live nearby should be solved first and foremost.
Once good faith is shown by the State Parks,other ideas could be explored, but NOT UNTIL THEN!!

Sheila Phipps

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes Recreational Opportunities

1 message

Mike Flippen <flip4020@yahoo.com> Mon, Jun 11, 2018 at 7:00 AM
To: info@oceanodunespwp.com

Katie,

Recreational opportunities / use experiences I would like to see:

A pier at the end of Pier Avenue (with restaurants and a boat launch.

A boardwalk from Pier Avenue to Grand Avenue.

Thanks,

James Flippen
670 Mendel Dr
Oceano, Ca 93445

1040 Cielo Lane
Nipomo, Ca., 93444

OHMVR Planning Manager;

State Parks has already developed a list of 8 proposed changes to the park based off a public input hearing in a meeting last fall.

The Oso Flaco Campground and south entrance: Convert about 120 acres ag leased land into a campground and vehicle staging and improved pedestrian & motor recreation access to the southern area of the park.

I am a retired Biology Prof having taught at Hancock College for 25 years — age 93, 50+ year resident at above address.

Vehicles should NOT be allowed on our beach — they belong on roads. Vehicles have taken over our lives & culture. We must "KICK" our addiction ASAP.

My present methods of transportation are: Walking, riding my bike, using my moped, using a modified trike, riding in other peoples cars (I do NOT own a car)

For my 90th B-Day I had a special celebration to which 150 people came — I was so proud of my life (but the end is near)

Vehicles do NOT belong on our beach — come & walk on our beach, listen to the waves, your life will be enriched.

Bill Denneen

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THE TRIBUNE

LOCAL

OCEANO DUNES INPUT INVITED

State Parks officials are seeking a new plan for the off-road park and are asking community and views from the public. 3A

DUNES

COMMENTS ARE DUE JUNE 9 — HERE'S HOW TO PARTICIPATE

6-8-18

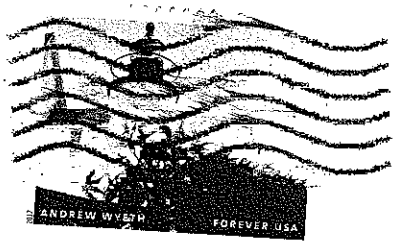
To Kate Metraux

Saw proposed changes + additions to Dunes & Grove Beach in paper.
Wish to add my thoughts.
We live on Mesa & are subjected to coughs + eye irritation not experienced before move here.
We would like ATV's abolished completely but money seems more inept to you than our health & pristine beach.
There is noise to deal with plus sand particles & When I have helped in cleaning beach by far the most litter is on car side - clothes, food Containers, plastic bottle caps & much more - I agreed prunes at least have more officers patroling the area.
I do not see need for changing Pismo Golf course or most of the other changes listed Except moving ATV's further down & establishing entrance & camp ground around Oso Flaco the Grover Parking lot could be bigger I suppose -
I hope you will get serious about ATV's + our health. All of your proposal have been without merit so far.

Maureen Starley

Maureen Starley
580 Pinecone
Arroyo Grande, CA
93420

SANTA BARBARA CA 931
08 JUN 2018 PM 1 L



RECEIVED
JUN 11 2018
DEPT. OF PARKS AND RECREATION
DIVISION OF OFF HIGHWAY
MOTOR VEHICLES RECREATION

Kate Metraux
Acting Director Dept of Parks + Rec
1725 23rd St. St 200
Sac. Ca 95816

June 8, 2018

Dear Katie Metraux;

Not much time to communicate as the article seeking Public input about the Oceano Dunes appeared in the Tribune June 7, with a comment due date of June 9. I hope this letter will be read and considered.

Having been a visitor to the dunes for 20 years before moving to Nipomo Mesa 20 years ago the recreation and educational part of raising children was good for several reasons - family camping, learning responsibility, gaining confidence, some mechanical repairs and the ability to partake nature - Having met many locals that were born and raised in the Santa Maria Area the beach access was open from Mussel Rock or as others called it "Devils Slide" East Flacr Lake - up to Oceano Dunes - In 1980 the OHV area had been reduced to end at Post 7 - still a wonderful place to enjoy and visit

Nipomo had a population of 6600 in 1997, but started being developed and population increasing As well put by Bill Dineen (former contractor at Allan Hancock and an environmentalist) wrote for years about the Los Angelesification of the area.

The Mesa is a large sand dune, we live in an area of farm land, continually being plowed, we have wind, dust from farm land and blow sand from a stretch of beach is on going even before vehicles were developed.

What kind of illness is being diagnosed

from the particle count in the air?
Is this a case of moving to a rural area and making it into the area you have moved away from — Example: moving near an airport or racetrack then being offended by the noise -?? We are all in this world together, each person has the right to enjoy things. So compromise is doable.
The dunes have been continuall reduced in size since 1980 - development has increased steadily, I dont hear complaints from visitors to the dunes about the increased number of homes and golf courses that consume precious water and contribute to congestion in the area -
This is a very small portion of californias coast line, continue to let it be enjoyed by enthusiast even if their life style does not comply with yours -

Thank you -

I Hope this is read:

BARRY SEIFERT
1458 LA QUINTA DR
NIPOMO CA 93444

(805) 748-8409

Gmail by Google

Oceano Dunes <info@oceanodunespwp.com>

Oceano Dunes

1 message

Mary Giacoletti <mpowergiacoletti@gmail.com> Tue, Jun 12, 2018 at 5:29 PM
To: info@oceanodunespwp.com

I rely on the local paper, The Tribune, for news and messages. The delivery of said paper has been in turmoil of some sort for at least two weeks, so no paper. No reading of your invitation to submit a comment about recreation on the Dunes.

I am of the opinion that beaches and parks should be used as natural settings to experience a respite from the demands of progress.

There should not be vehicles on the beach. It's the opposite of a highway. Nor should there be fires on the beach. They are exceedingly unhealthy.

Thank you,

Mary Giacoletti
9349 Jasper Way
San Simeon, CA 93452
(805) 924-1690 mpowergiacoletti@gmail.com

Katie,

Recreational opportunities/use experiences I would like to see:

- A pier at the end of Pier Avenue (with restaurants + a boat launch).
- A boardwalk from Pier Avenue to Grand Avenue

Thanks,

James Flippen
670 Mendel Dr.
Oceano, CA 93445

flip4020@yahoo.com

2575 Bayside Place
Arroyo Grande, CA 93420
June 7, 2018

California Department of Parks and Recreation
1725 23rd Street #200
Sacramento, CA 95816

Attention: Katie Metraux, Planning Manager

The issue of air pollution of the Oceano Dunes is of great significance. It is time to take action! Stop or radically curtail the unsafe off highway vehicular riding at the dunes! Stop the air pollution! Stop the noise pollution! Stop spending precious funds trying to mitigate the problem! Instead, think about what to do with that high potential resource!

Here is one idea: Create a first class RV Park and Campground. Instead of the meager per night charge now in existence, a charge of at least $30 per night could be levied. Nearby campgrounds charge over $25 per night and have no hook ups, no dump station, and no wonderful ocean view. With the increased per night fee, the area could gradually be upgraded with a dump station and partial hookups. When completed, the area would be an extremely inviting campground to persons near and far and could charge at least $50 (or more) per night. Who wouldn't want to camp next to the ocean? This plan would have a positive economic impact on local businesses and on county and state budgets. RVers spend money on gas, groceries, tourist items and attractions, food in restaurants, entertainment, repairs on motorhome, surfboards, kites and various personal items.

My late husband and I have motorhomed many miles and seen lot of our beautiful country. We would have valued the campground described above. I hope that my idea will be given serious consideration. The best part of this plan is that it could be implemented virtually overnight and for little cost, if only the political will is there!

Marilyn Corey

Marilyn Corey

June 29, 2018

Dear Ms. Metraux:

Twenty seven years ago when we moved to this area of Central California, people were talking about how miserably windy it gets out there on the Nipomo mesa and they advised us not to live there either renting or buying a home.

Years later, it's still an issue and always will be. There are wind tunnels that also race through parts of San Luis Obispo and Santa Maria, too. One must be careful where permanently locating because of this.

Maybe builders shouldn't have built all those homes on top of the mesa, but it's too late now. Those unable to stand the wind should either move or live with it and quit making it everyone else's problem.

Geologists in our family know those sand dunes below the mesa were formed millions of years ago, have been there ever since and will continue to be there 'till who knows when. When the wind blows off the ocean, sand particles from those dunes are picked up and blown toward the mesa, scattering dust and sand for miles. Anyone can witness these occurrences on almost any day of the year by just driving south on the 101 freeway and gazing toward the distant coastal shoreline when passing through the areas of Shell Beach and Pismo Beach.

For the record, we have no particular interest in whether or not the beach is used for dune buggies or any other recreational vehicle activities which supposedly are to blame for stirring up and causing all the dust and sand to adversely affect people living on the mesa. The fact is, however, it is impossible to change the weather, and the people living on the mesa don't seem to understand this. Trying to change the weather would be like homeowners attempting to stop the ocean from periodically flooding their homes on the beach! No one can hold back the ocean! If people decide to live there, that's just one of the hazards of living there. Therefore, people, who bought homes there on the mesa, should live with the dust, the sand and the wind and quit blaming beach goers.

Obviously, there are those like lawyers, for example, who benefit hugely in the meantime and have benefited hugely for years by representing the arguments between those who want to keep the beach open to vehicles and those who want it closed down. Lawyers, for sure, just like those working for this state making huge salaries while these issues drag on and on, are in no hurry to resolve anything either, for this very reason. The public isn't stupid. They know what's underhandedly going on and the reasons why it's taking so long for any decisions to be made. It's because this ongoing issue is very lucrative for lawyers and state employees. But if vehicles on the beach are ever prohibited, the wind will not only forever continue to blow, but the state will lose thousands of dollars annually.

Even though geologists employed by the State of California have kept quiet on this contentious issue, refusing to speak up and geologically set the record straight in spite of the fact they certainly must clearly know earthly forces are continually taking place regarding the wind, the ocean and the sand dunes, we predict the state will keep the beach open to vehicles. Why? Well, because in any event, the cash register always wins.

California Department of Parks and Recreation
Attn: Katie Metraux, Acting OHMVR Planning Manager
1725 23rd St., Suite 200
Sacramento, CA 95816

Re: Notice of Preparation of an Environmental Impact Report
Pismo State Beach and Oceano Dunes State Vehicular Recreation Area
Public Woks Plan

Tonight I would like to address the PWP plan as it relates to my town of Oceano. Where I have lived and owed a home for nearly 2 decades.

I would first like to read from SB249 – recently passed with overwhelming support of the ORV community.

Section 7

The Off-Highway Motor Vehicle Recreation Commission has the following duties and responsibilities

(d) Consider, upon the request of any owner or tenant, whose property is in the vicinity of any land in the system, any alleged adverse impacts occurring on that person's property from the operation of off-highway motor vehicles and recommend to the division suitable measures for the prevention of any adverse impact determined by the commission to be occurring, and suitable measures for the restoration of adversely impacted property.

~~With that direction~~ I ask first that State Parks work with the community of Oceano, the County of San Luis Obispo and with our Oceano Revitalization Plan.

You ask what I would like in a new Parks Plan.

> At the top of the list for Oceano I request Pier & Grand Ave cease being used as vehicle entrances. To be clear - I am not asking for the ORV riding area that is located a mile south of the Pier Ave. entrance to be closed ~~or smaller~~. The recent Abatement order should address that.

But the traffic, noise, trash, number and size of the vehicles have increased exponentially of the years and offer no benefit – and only big problems to our community.

> The "temporary entrance" has been a disaster for Pier Ave.

1. While a few ATV related businesses (one owned by a company in Las Vegas) and liquor store appear to be doing OK, a vast majority of Pier

Ave has empty lots, abandoned buildings and for sale signs. Prime California oceanfront real estate with "economic opportunity zone" tax incentives - has no buyers, empty lots have no businesses, abandoned restaurants and homes sit and rot.

2. 9000+ Oceano residents have only one small park and no safe beach.

3. The AG creek crossing is just as illegal now as it has been for the past 20+ years.

Using Pier Ave as an entrance to the Dunes ~~and crossing the AG creek has been illegal for decades and~~ holds our community– hostage. Keep the ORV activity in the dunes if you wish, but please spare our small town of Oceano from being the "Gateway" in this new plan.

I know a lot of people will reference the (extremely faulty) "Economic Impact Analysis" & my comments on that are included in my letter with photos.

* On a personal note I have open my home on Air B&B for 2 years for approximately 200 people from all over the world. Only 4 guests have expressed any interest in coming here to participate in the ORV activity. Most all want relaxation and walks on the beach & they choose to go to Pismo Beach where there are no vehicles.

Sincerely,
Bonita Ernst
1100 Belridge St.
Oceano, CA 93445

Show recent photo - tells the tale of 2 communities

Pismo Beach
No vehicles

Pismo Beach was named one of the best small coastal towns in America by USA Today. Among the reasons: "Visitors can rent rods to fish off the historic pier or grab a wetsuit to try out surfing." Above, the Pismo Beach Open surf contest was held in November.

USA Today names Pismo Beach one of the best coastal towns in America

BY LUCAS CLARK

Pismo Beach has been named one of the best small coastal towns in America.

The San Luis Obispo County community received the second-most votes in USA Today's contest for "Best Coastal Small Town," finishing behind only Georgetown, South Carolina.

An expert panel selected the top-20 cities, and readers voted for their favorite 10.

Qualifying cities had populations less than 25,000 people as of the last census.

USA Today highlighted Pismo Beach's "spectacular sunsets" and access to SLO County wineries:

"Situated on California's central coast between San Francisco and Los Angeles, Pismo Beach offers long white sand beaches, spectacular sunsets and access to numerous area wineries. Visitors can rent rods to fish off the historic pier or grab a wetsuit to try out surfing or body boarding. This classic California beach town feels straight out of the 1950s."

The Top 10 list:

Georgetown, South Carolina
Pismo Beach, California
Eastport, Maine
Vermilion, Ohio
Gulf Shores, Alabama
Cape May, New Jersey
St. Simons Island, Georgia
Mystic, Connecticut
Southport, North Carolina
Bayfield, Wisconsin

Lucas Clark: 805-781-7915, @LucasClark_SLO

Abandoned restuarant for over 10 years

Abandoned house - trash & homeless

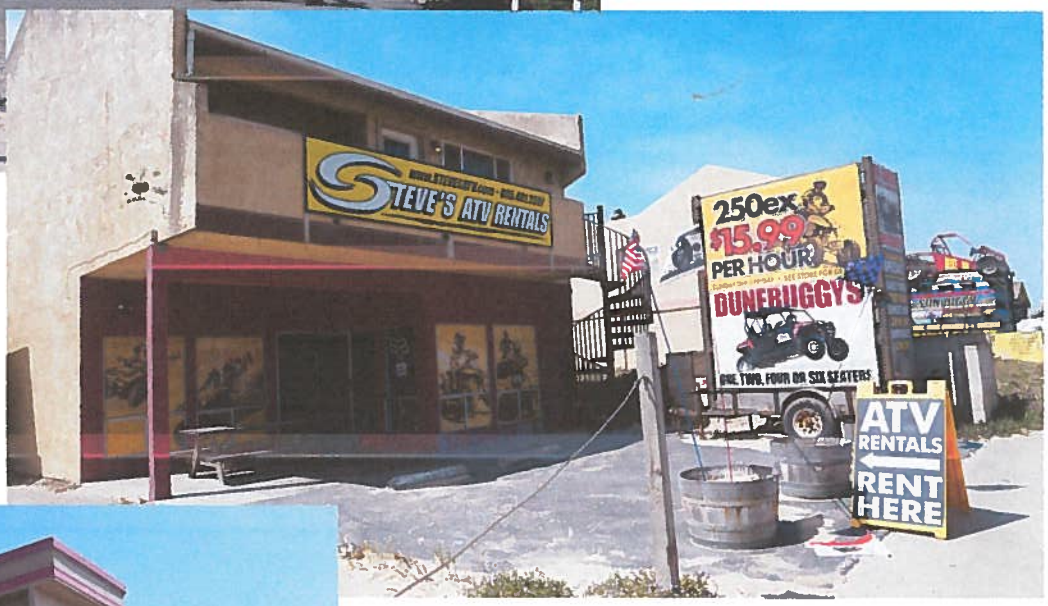
Empty lot
Occasional
wood sale

Empty Buildings
Ocean front
Pier Ave.

3 empty lots

Pier Ave - For Sale for a few years

ATV Businesses



Sunbuggie is based in Las Vegas

Pier Ave. Empty lots weeds & trash

Faulty Economic Impact Analysis

SMG CONSULTING DESIGNED & CONDUCTED THE SURVEY

Carl Ribaudo • 2nd

Destination Tourism Marketing Consultant, Strategist, Writer, Speaker, Adventure Motorcycle Rider

South Lake Tahoe, California

SMG Consulting

Cornell University

See contact info

500+ connections

Connect | Message | More...

Years of racing motorcycles taught me that reading the changing terrain and competitive situation, and being agile to make tactical adjustments, were keys to success. These same insights and values have guided me in helping marketers develop successful tourism and destination marketing approaches f...

It should be noted that this study had a slightly different methodology (than past studies) in that information was collected from visitor's district wide and not just those visiting the SVRA. This is an effort to get a broader understanding of the economic impact throughout the district.

Study included vistors to Monarch Butterfly Grove -a nature preserve.

- The top three activities those surveyed enjoyed outside the District were **shopping (56%), sightseeing (33%), and visiting another recreation area or beach within the region (25%).**

ATV's not a top activity

Economic Impact Analysis
909 completed surveys

Sample Size: SMG collected over 3,850 participation forms of which there were 909 completed email surveys, a response rate of 24%. Those participating in the survey were provided an opportunity to win a gift card as an incentive to participate. The survey was resent to minimize non-response. Based on 909 completed surveys the confidence level is a minimum of 95% +/- 5%. A 95% confidence level with a 5-point margin of error means that the true answer lies between +/- 5 points from the percentage observed.

CA Highway 1 Discovery Route database of 60,000 travelers interests

- New research along with continual profiling of subscribers and website visitors, will optimize target markets, messaging and promotional calendars

CAH1DR database of 60,000 travelers offers travel interests (ranking)

1. Coastal Road Trips
2. Wine, Beer & Culinary
3. Free things to do
4. Beach and beach walks
5. Outdoor Adventures
6. Hiking and biking
7. Art, History, Culture
8. Kind Travel & Stewardship Travel
9. Spa, Hot Tub and Relaxation
10. Farmers Markets, AG Tours
11. Water Sports
12. Dog Friendly Travel
13. Golf
14. Motor Sports

Motorsports is LAST

California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan
EIR Scoping / PWP Planning Meeting
May 22, 2018

COMMENT SHEET

Name: Sean Hayes

Organization (if any): Pismo Dune Riders

Address (optional):

City, State, Zip:

E-mail address: SeanHayes2Home@yahoo.com

Comments

Please provide input on the following:

- Recreational opportunities or use experiences you would like to see
- Input on the proposed improvement projects
- Input on the scope and content of the Environmental Impact Report

we need more dumpsters in varias locations such as near each entrance, near several of the bathrooms that are close to main camping zones as it stands now the only dumpsters are on the north side of Pole 2 and cannot be accessed by OHV's

California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan

EIR Scoping / PWP Planning Meeting

May 22, 2018

California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan
EIR Scoping / PWP Planning Meeting
May 22, 2018

COMMENT SHEET

Name: Bob Gordon

Organization (if any):

Address (optional): 816 N. Richard St.

City, State, Zip: 93458

E-mail address: BCM50@thegrid.net

Comments

Please provide input on the following:

- Recreational opportunities or use experiences you would like to see
- Input on the proposed improvement projects
- Input on the scope and content of the Environmental Impact Report

Dune + Beach Buggies

California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan

EIR Scoping / PWP Planning Meeting

May 22, 2018

California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan
EIR Scoping / PWP Planning Meeting
May 22, 2018

COMMENT SHEET

Name: L. Reynolds

Organization (if any):

Address (optional):

City, State, Zip:

E-mail address:

Comments

Please provide input on the following:

- Recreational opportunities or use experiences you would like to see
- Input on the proposed improvement projects
- Input on the scope and content of the Environmental Impact Report

Why ~~dd~~ is a meeting being held in Fresno?

Why not hold more local meetings for more local residents to attend?

This is costing tax payers $$ to have what people who are not residents of this County have to say. For ex this might as well be held in area that attracts other tourists to our

California State Parks – Pismo State Beach and Oceano Dunes SVRA Public Works Plan
EIR Scoping / PWP Planning Meeting
May 22, 2018

How about tourists that come from San Francisco? San Diego?

APPENDIX B

CalEEMod Output Files

Project	Earliest Potential Construction Start Year	Anticipated Construction Duration	Demolition Quantities	CalEEMod Land Use Category	Acres/Square Feet Details	Increase in Operational Emissions Sources?	Other Notes
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	50 cy / 60 tons Uses CalRecycle Volume to Weight Estimates of 2,400 pounds per CY for Debris Waste, Asphalt or Concrete Loose C&D	Improved entrance buildings and lifeguard towers - modeled together as "General Office Building"	206 sq. ft entrance kiosks + life guard towers.	No, replacement and improvement of existing.	While construction is at two locations, modeled total emissions for this improvement projects as one emissions model run to demonstrate total potential emissions within the Park area from this activity.
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	None	User Defined Recreation	1,188 sq. ft (estimated up to 6 dumpsters, 3 long and 2 wide, 20 ft by 6 ft per dumpster, +10% space, per graphic in PD).	No, new enclosure with no operational emissions. No change in vehicle activity to dispose of trash.	Added welder to default equipment. Removed concrete/industrial saw from grading phase. Increased worker trips from default during building construction and added haul truck trips to account for material deliveries.
North Beach Campground Facility Improvements	2022	6 months	50 cy / 60 tons Uses CalRecycle Volume to Weight Estimates of 2,400 pounds per CY for Debris Waste, Asphalt or Concrete Loose C&D	General Office	Replacement kiosk, parking, and surrounding area. Including paved areas. 290 sq. ft building. 0.53-acre site.	No, replacement and improvement of existing.	Reduced equipment to 1 cement & mortar mixer (from 3) on-site daily for the 0.5-acre site. Reduced forklifts and tractors/loaders/backhoes to 1 each on-site daily for the 260 sq. ft kiosk and 0.5-acre site. Reduced equipment to 1 cement & mortar mixer (from 3) on-site daily for the 0.5-acre site. Added building construction phase and architectural coating phase worker trips proportional to the number of equipment pieces. Added vendor trips to account for water trucks.
Oceano Campground Campfire Center Replacement	2022	3 months	32 tons - Assume approximately 75% of nearly 1,000 sq. ft area includes material for demolition; assume average of 1-yard vertical average of materials = 58 CY. Uses CalRecycle Volume to Weight estimates of 400 pounds per CY for Construction Debris Wood, increased 100% for potential compaction/moisture.	User Defined Recreation	0.02 acres, open-space with stage, benches, etc.; no enclosed buildings.	No, replacement and improvement of existing.	Adjusted construction phase durations proportionally for 3-month construction duration. Added building construction phase and architectural coating phase worker trips proportional to the number of equipment pieces. Added haul trips for larger deliveries.
Replacement of the Safety and Education Center	2022	3 months	No formal demolition, but haul trucks added to account for removal of on-site materials.	User Defined Recreation	Assume kiosk replaced is similar in size to other kiosks modeled. (290 sq. ft), added additional area for signage, etc.	No, replacement and improvement of existing.	Building construction is more of freestanding enclosure and signage support. Reduced tractor/loader/backhoe to 1 for 8 hours per day and added welder. Increased building construction phase and architectural coating phase worker trips proportional to the number of equipment pieces. Added haul trips during site preparation phase for material removed and vendor trips to account for material deliveries.
Pismo State Beach Boardwalk	2022	6 months	None	Other Non-Asphalt Surfaces	Approximately 9 acre site, primarily linear.	No	No demo or paving. Adjusted default construction phase durations proportionally for an estimated 6-month construction duration. Linear construction, reduced total equipment to 2 pieces of each equipment type operating on-site full time on a given day. Adjusted building construction worker trips to 1.5 workers per equipment piece (consistent with CalEEMod default for other phases) and Architectural Coasting worker trips to assume 20% of Building Construction trips (consistent with CalEEMod defaults). Modeled vendor trips as haul truck total for phase, as they would not all come as a daily trips throughout entire phase.
Butterfly Grove Public Access	2023	3 months	20 cy / 24 tons Uses CalRecycle Volume to Weight Estimates of 2,400 pounds per CY for Debris Waste, Asphalt or Concrete Loose C&D	General Office; Parking Lot	450 sq. ft visitor concession, kiosk, restrooms; 0.13 acres paving, including parking.	No, replacement and improvement of existing.	Reduced building construction phase to get to 3 month total duration. Increase vendor and haul trips slightly, no calculation for this, just to accommodate a bit more vehicle activity over the project duration.
Oceano Campground Infrastructure Improvement	2024	9 months	100 cy / 120 tons Uses CalRecycle Volume to Weight Estimates of 2,400 pounds per CY for Debris Waste, Asphalt or Concrete Loose C&D	Other Non-Asphalt Surfaces; Other Asphalt Surfaces.	3.4 acres total site; 1.95 acre paved area; 1.45 acres other area. Although design indented to avoid middle island, conservatively assuming within constructional area.	No, replacement and improvement of existing.	*No physical buildings being constructed, so removed building construction phase and proportionally increased other phases to account for 9-month construction duration. * Adjusted vendor and haul truck trips manually to account for water trucks and some material deliveries during site prep and grading.
40-Acre Riding Trail Installation	2024	6 months	None	User Defined Recreation	2 miles of trail, appx 20' wide = 4.8 acres.	No increase in overall operations, as it accommodates riding area that has been reduced due to closure of another area.	Increased worker trips for Building Construction (fence installation) and added vendor trips for material delivery. Site preparation would include manual work and mechanical, primarily light equipment. Reduced CalEEMod maximum daily on-site equipment to reflect this.
Oso Flaco Boardwalk Replacement	2024	6 months	6,757 sq. ft * 2 ft dimension = 13,514 cf = 500 cy Uses CalRecycle Volume to Weight estimates of 400 pounds per CY for Construction Debris Wood, increased 100% for moisture.	User Defined Recreation	Boardwalk segment spans approximately 940 linear feet, comprising approximately 6,757 sq. ft.	No, replacement and improvement of existing infrastructure.	Primarily spanning wetland area/over the lake. No typical site prep, grading, paving, arch coating as land use development. Removed dozers from default equipment, added crane and other material handling equipment to demolition phase, and added bore/drill rig to Building Construction phase.
Park Corporation Yard Improvement (Phase 1)	2025	9 months	300 cy / 360 tons Uses CalRecycle Volume to Weight Estimates of 2,400 pounds per CY for Debris Waste, Asphalt or Concrete Loose C&D	Parking Lot; General Office; Other Asphalt Paved Areas	Up to 4.17 acres repaving parking lot (assumes entire existing parking lot to be repaved); New buildings about 4,320 sq. ft + 2,160 sq. ft = 6,480 sq. ft; Access road and pedestrian trail about 0.8 acres total.	Yes. Some improvement to existing infrastructure, plus some new buildings. No net increase in visitor or staff vehicle use activity. No net increase in visitor or staff vehicle use activity.	Reduced building construction default phase duration to reflect anticipated 9-month construction duration. Utilized most recent (2018) PG&E emissions intensity factor for CO2 for GHG emissions estimates associated with energy. Accounted for increase in Title 25 energy efficiency from 2016 CalEEMod default date via the mitigation screen (30% increase in energy efficiency, per CEC estimates).
Park Corporation Yard Improvement (Phase 2)	2025/2026 (after completion of Phase 1)	6 months	Accounted for in Phase 1	General Office	Design still pending. Additional building estimated at double the single-story building in Phase 1 = 8,640 sq. ft.	Yes, new building. No net increase in visitor or staff vehicle use activity. No net increase in visitor or staff vehicle use activity.	Design pending, but assumed approximately double the size of the Phase 1 building for the two-story building under Phase 2. Captured all demo and paving under Phase 1 for whole site. Increased construction phase durations proportionally from defaults to account for estimated 9-month construction. Increased default building construction and architectural coating worker trips proportionally to the number of equipment pieces. Utilized most recent (2018) PG&E emissions intensity factor for CO2 for GHG emissions estimates associated with energy. Accounted for increase in Title 25 energy efficiency from 2016 CalEEMod default date via the mitigation screen (30% increase in energy efficiency, per CEC estimates).

Project	Earliest Potential Construction Start Year	Anticipated Construction Duration	Demolition Quantities	CalEEMod Land Use Category	Acres/Square Feet Details	Increase in Operational Emissions Sources?	Other Notes
Oso Flaco (Initial) Improvement (Note that max daily assumes overlap of maximum trails/vegetation daily and maximum other construction daily emissions)	2026	2 years	50 cy / 60 tons Uses CalRecycle Volume to Weight Estimates of 2,400 pounds per CY for Debris Waste, Asphalt or Concrete Loose C&D	User Defined Recreation; General Office; Parking Lot; Other Asphalt Surfaces; Other Non-Asphalt Surfaces	Modeled as two runs, one for vegetation clearance/planting and trail installation; second for more facility and hardscape construction. Entry kiosk, staff and maintenance facilities, building with restrooms, etc. all modeled as General Office of abt 3,650 sq. ft.; Parking, roadway paving, underground utility installation, other paved areas, all included with other asphalt surfaces. 126-acre site, approximately 34 acres of development in "Future" Improvements Projects	Yes. But no net increase in visitor or staff vehicle use activity. No net increase in visitor or staff vehicle use activity.	Assumed overlap of the two CalEEMod runs for initial vegetation/trail work and construction of site, in order to estimate maximum potential daily and quarterly emissions. Added Vendor trips to account for water trucks. Utilized most recent (2018) PG&E emissions intensity factor for CO2 for GHG emissions estimates associated with energy. Accounted for increase in Title 25 energy efficiency from 2016 CalEEMod default date via the mitigation screen (30% increase in energy efficiency, per CEC estimates).
Oso Flaco (Future) Improvement	2028	3 years	Accounted for in Phase 1	General Office for buildings, kiosk; Mobile home park for cabins/housing; Other Asphalt Surfaces for additional paved areas including roads and parking; Convenience Market for concessions/conveniences store City Park for additional camping and trails.	Approximately 34 acres of additional buildings, camping, trails, supporting infrastructure.	Yes. But no net increase in visitor or staff vehicle use activity. No net increase in visitor or staff vehicle use activity.	Relatively flat site, therefore minimal grading and site prep, also accommodated mostly during Initial phase. Reduced default equipment for these two phases to reflect activity include light grading, light equipment, hand crews and a few trucks. Added Vendor trips to account for water trucks. Reduced building construction and architectural coating worker trips (from over 600 and 100 daily, respectively) to be proportional with the number of equipment pieces. Reduced vendor trips during Building Construction from over 200 daily to 24 daily. Utilized most recent (2018) PG&E emissions intensity factor for CO2 for GHG emissions estimates associated with energy. Accounted for increase in Title 25 energy efficiency from 2016 CalEEMod default date via the mitigation screen (30% increase in energy efficiency, per CEC estimates).
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Annually	3 days	None	User Defined Recreation	Bridge primarily extends across creek, minimal on-land site area for bridge installation. 0.1 acres.	None. Would occur annually, so accounted for criteria air pollutant and greenhouse gas emissions as occurring in each year of construction and overlapping with other site-specific projects to estimate maximum daily and quarterly.	Bridge is floating and only "construction" is to anchor the abutments. Project description states hand tool and /or a small excavator type equipment would be used. Increased worker trips, added vendor trips to deliver pieces, and 1 haul truck.

Maximum Daily Construction-Related Emissions Summary (emissions shown in pounds per day)

Project	Construction Start Year	Construction Duration	ROG + NO_x (combined)	Diesel Particulate Matter (DPM)
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	20.18	0.45
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	8.67	0.41
North Beach Campground Facility Improvements	2022	6 months	8.69	0.34
Oceano Campground Campfire Center Replacement	2022	3 months	9.20	0.37
Replacement of the Safety and Education Center	2022	3 months	10.93	0.35
Pismo State Beach Boardwalk	2022	6 months	39.37	1.02
Butterfly Grove Public Access	2023	3 months	11.17	0.36
Oceano Campground Infrastructure Improvement	2024	9 moonths	30.40	1.23
40-Acre Riding Trail Installation	2024	6 months	3.25	0.14
Oso Flaco Boardwalk Replacement	2024	6 months	4.50	0.29
Park Corporation Yard Improvement (Phase 1)	2025	9 months	37.54	1.09
Park Corporation Yard Improvement (Phase 2)	2025/2026	6 months	38.45	0.24
Oso Flaco (Initial) Improvement (Note that max daily assumes overlap of maximum trails/vegetation daily and maximum other construction daily emissions)	2026	2 years	38.50	1.31
Oso Flaco (Future) Improvement	2028	3 years	29.18	0.53
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Annually	3 days	4.50	0.11
		Maximum Daily Emissions	80.49	2.19
		SLOAPCD-Recommended Threshold	137	7
		Threshold Exceeded in Any Year?	No	No

Maximum Quarterly Construction-Related Emissions Summary (emissions shown in tons)

Project	Construction Start Year	Construction Duration	ROG + Nox Combined	DPM	Fugitive (PM_{10})	CO2e metric tons per year
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	0.3072	0.0136	0.0067	38.4
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	0.2698	0.0128	0.0039	31.8
North Beach Campground Facility Improvements	2022	6 months	0.1832	0.0145	0.0070	46.9
Oceano Campground Campfire Center Replacement	2022	3 months	0.2395	0.0111	0.0053	34.4
Replacement of the Safety and Education Center	2022	3 months	0.2434	0.0103	0.0049	32.3
Pismo State Beach Boardwalk	2022	6 months	0.5242	0.0373	0.1671	132.4
Butterfly Grove Public Access	2023	3 months	0.2230	0.0092	0.0037	34.7
Oceano Campground Infrastructure Improvement	2024	9 months	0.7949	0.0322	0.1379	217.2
40-Acre Riding Trail Installation	2024	6 months	0.1045	0.0125	0.0057	58.9
Oso Flaco Boardwalk Replacement	2024	6 months	0.4349	0.0421	0.0082	156.0
Park Corporation Yard Improvement (Phase 1)	2025	9 months	0.6474	0.0240	0.1713	297.3
Park Corporation Yard Improvement (Phase 2)	2025	9 months	0.2784	0.0066	0.0079	70.6
Oso Flaco (Initial) Improvement	2026	1 to 2 years	0.9175	0.0546	0.2670	870.7
Oso Flaco (Future) Improvement	2028	2 to 3 years	0.5131	0.0692	0.0744	1039.9
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Annually	3 days	0.0129	0.0003	0.0005	2.8
		Maximum Quarterly Emissions	1.35	0.09	0.27	1042.7
		SLOAPCD-Recommended Threshold	2.5	0.13	0.32	-
		Threshold Exceeded in Any Year?	No	No	No	-

Maximum Quarterly DPM and Fugitive Dust Calculations:

In the case of 3-month construction durations and where longer projects' total annual emissions did not exceed thresholds, the total annual DPM and Fugitive Dust emissions were used. In cases where total annual would innacurately represent an exceedance of quarterly thresholds, the maximum quarterly emissions were estimated based upon the CalEEMod phases and emissions per phase.

Pismo State Beach Boardwalk	Dates	Phase	DPM	Fug Dust		Quarter	DPM	Fug Dust
Site Prep	Jan 1 to Jan 6	Q1	0.00203	0.09049		1	0.0373008	0.1671191
Grading	Jan 7 to Jan 19	Q1	0.00383	0.06606		2	0.0043292	0.0015509
Bldg Const	Jan 20 to June 17	Q1/Q2	0.0354	0.0119				
Arch Coating	June 18 to June 30	Q2	0.00037	0.00022		Max	0.0373008	0.1671191
			0.04163	0.16867				
Oceano Campground Phases	Dates	Phase	DPM	Fug Dust		Quarter	DPM	Fug Dust
Demo	Jan 1 - March 19	Q1	0.02743	0.00603		1	0.0322189	0.0770856
Site Prep	March 20 to April 8	Q2	0.00862	0.1279		2	0.0191235	0.1378551
Grading	April 9 to Mary 9	Q2	0.00835	0.07737		3	0.0048676	0.0046793
Paving	May 10 to July 19	Q2/Q3	0.01024	0.00537		Max	0.0322189	0.1378551
Arch Coating	July 20 to Sep 30	Q3	0.00157	0.00295				
			0.05621	0.21962				
Park Corporation Yard Phase 1 Phases	Dates	Phase	DPM	Fug Dust		Quarter	DPM	Fug Dust
Demo	Jan 1 to Jan 28 2025	Q1	0.00855	0.00573		1	0.0239733	0.17128
Site Prep	Jan 29 to Feb 22 2025	Q1	0.00543	0.09117		2	0.0176943	0.0350743
Grading	Feb 12 to March 11 2025	Q1	0.00624	0.06694		3	0.0114324	0.0165457
Bldg Cont	March 12 to Aug 5 2025	Q1, Q2, Q3	0.02815	0.0558		Max	0.0239733	0.17128
Paving	Aug 6 to Sep 2	Q3	0.0042	0.00143				
Arch Coating	Sep 3 to Sep 30	Q3	0.00053	0.00183				
			0.0531	0.2229				
Oso Flaco Initial	Dates	Phase	DPM	Fug Dust		Quarter	DPM	Fug Dust
Demo	April 1 to May 6 2026	Q2	0.01111	0.00271		1	0.0142	0.04265
Site Prep	May 7 to May 26 2026	Q2	0.00762	0.12777		2	0.04167	0.26698
Grading	May 27 to July 3 2026	Q2	0.00874	0.09385		3	0.03465	0.0852
Bldg Cont 2026	July 4 to Dec 31 2026	Q3, Q4	0.03465	0.0852		4	0.03465	0.0852
Bldg Cont 2027	Jan 1 to October 12 2027	Q1b, Q2b, Q3b	0.05457	0.1341		1b	0.05457	0.1341
Paving	Oct 13 to Nov 22 2027	Q4b	0.00608	0.00209		2b	0.05457	0.1341
Arch Coating	Nov 23 to Dec 31 2027	Q4b	0.00077	0.00321		3b	0.05457	0.1341
			0.12354	0.44893		4b	0.00077	0.00321
						Max	0.05457	0.26698

Maximum Daily Operational Emissions

Project	ROG + NOx Combined (pounds/day)	DPM (pounds/day)	Fugitive Dust PM_{10} (pounds/day)	Carbon Monoxide (pounds/day)
Park Corporation Yard Phase 1	0.313	0.002	0.000	0.025
Park Corporation Yard Phase 2	0.264	0.002	0.000	0.023
Oso Flaco Initial Improvement	0.242	0.001	0.000	0.011
Oso Flaco Future Improvement	1.120	0.015	0.000	0.168
Total	1.938	0.020	0.000	0.227
Threshold	25	1.250	25	550
Exceed Threshold?	No	No	No	No

Annual Operational Emissions

Project	ROG + NOx Combined (tons/year)	Fugitive Dust PM10 (tons/year)
Park Corporation Yard Phase 1	0.057	0
Park Corporation Yard Phase 2	0.048	0
Oso Flaco Initial Improvement	0.044	0
Oso Flaco Future Improvement	0.203	0
Total	0.352	0
Threshold	25	25
Exceed Threshold?	No	No

GHG Construction-Related Emissions Summary

Site-Specific Project	Earliest Anticipated Construction Start Year	Approximately Construction Duration	GHG Emissions (Metric Tons CO_2e)	Sequestration Loss (Metric Tons CO2e)
Pier & Grand Avenue Entrances and Lifeguard Towers	2021	3 months	38	0.00
Trash Enclosure at Post 2 / Beach Trash Management	2021	3 months	32	0.00
North Beach Campground Facility Improvements	2022	6 months	47	0.00
Oceano Campground Campfire Center Replacement	2022	3 months	34	-1.18
Replacement of the Safety and Education Center	2022	3 months	32	0.00
Pismo State Beach Boardwalk	2022	6 months	132	-112.68
Butterfly Grove Public Access	2023	3 months	35	-22.54
Oceano Campground Infrastructure Improvement	2024	9 months	217	-68.27
40-Acre Riding Trail Installation	2024	6 months	59	-68.64
Oso Flaco Boardwalk Replacement	2024	6 months	156	0.00
Park Corporation Yard Improvement (Phase 1)	2025	9 months	297	-50.70
Park Corporation Yard Improvement (Phase 2)	2025	3 months	71	accounted for under phase 1
Oso Flaco (Initial) Improvement	2026	2 years	871	-843.95
Oso Flaco (Future) Improvement	2028	3 years	1,040	accounted for under phase 1
Pismo Creek Estuary Seasonal (Floating) Bridge Installation	Twice Annually	3 days	6	0.00
		Total Greenhouse Gas Emission	3,067	-1,167.97
		Average Annual GHG Emissions	383	
		Amortized Greenhouse Gas Emissions (over 25 years)	123	-46.72

Overall GHG Emissions Summary

Emissions Source	Metric Tons CO2e per Year
Amortized Construction Emissions	123
Amortized Carbon Sequestration Loss	47
Operational GHG Emissions	
Park Corporation Yard Phase 1	35.56
Area	0.00
Energy	29.78
Waste	3.03
Water	2.74
Park Corporation Yard Phase 2	30.95
Area	0.00
Energy	23.41
Waste	3.96
Water	3.57
Oso Flaco Initial Improvements	13.89
Area	0.00
Energy	10.65
Waste	1.70
Water	1.54
Oso Flaco Future Improvements	59.05
Area	0.46
Energy	36.81
Waste	11.46
Water	10.32
Operational	139.45
Total Annual Emissions	**309**

Construction-Related Fuel Demand Summary

Site-Specific Project	Anticipated Construction Duration	Demo	Total MT CO_2e per Year	Predominant Fuel Type	Factor (MT CO2/Gallon) b	Gallons per Year
Pier & Grand Ave. Entrances and Lifeguard Towers	3 months					
Off-road		2.6145	31.13	Diesel	0.01016	3,064
Haul		0.2286	0.23	Diesel	0.01016	23
Vendor		0.1915	3.33	Diesel	0.01016	328
Worker		0.1946	3.68	Gasoline	0.008887	414
Trash Enclosure at Post 2 / Beach Trash Management	3 months					
Off-road		-	28.65	Diesel	0.01016	2,819
Haul		-	0.76	Diesel	0.01016	75
Vendor		-	0.00	Diesel	0.01016	0
Worker		-	2.44	Gasoline	0.008887	274
North Beach Campground Facility Improvements	6 months					
Off-road		2.6145	31.13	Diesel	0.01016	3,064
Haul		0.2285	0.23	Diesel	0.01016	22
Vendor		0.1915	3.41	Diesel	0.01016	336
Worker		0.1946	3.77	Gasoline	0.008887	424
Oceano Campground Campfire Center Replacement	3 months					
Off-road		2.6154	30.61	Diesel	0.01016	3,013
Haul		0.1129	0.49	Diesel	0.01016	48
Vendor		0	0.00	Diesel	0.01016	0
Worker		0.1877	3.30	Gasoline	0.008887	371
Replacement of the Safety and Education Center	3 months					
Off-road		2.0989	27.83	Diesel	0.01016	2,739
Haul		0.0753	0.23	Diesel	0.01016	22
Vendor		0	1.03	Diesel	0.01016	101
Worker		0.1501	3.24	Gasoline	0.008887	365
Pismo State Beach Boardwalk	3 months					
Off-road		-	120.43	Diesel	0.01016	11,854
Haul		-	2.41	Diesel	0.01016	237
Vendor		-	0.00	Diesel	0.01016	0
Worker		-	9.59	Gasoline	0.008887	1,080
Butterfly Grove Public Access	3 months					
Off-road		5.2326	29.98	Diesel	0.01016	2,951
Haul		0.2197	0.22	Diesel	0.01016	22
Vendor		0.3714	2.92	Diesel	0.01016	287
Worker		0.3612	1.23	Gasoline	0.008887	138
Oceano Campground Infrastructure Improvement	9 months					
Off-road		97.5664	200.01	Diesel	0.01016	19,686
Haul		0.4363	0.44	Diesel	0.01016	43
Vendor		2.1208	6.08	Diesel	0.01016	599
Worker		2.9684	10.71	Gasoline	0.008887	1,205
40-Acre Riding Trail Installation	6 months					
Off-road		-	51.30	Diesel	0.01016	5,050
Haul		-	0.00	Diesel	0.01016	0
Vendor		-	4.28	Diesel	0.01016	421
Worker		-	3.33	Gasoline	0.008887	375
Oso Flaco Boardwalk Replacement	6 months					
Off-road		77.6453	150.62	Diesel	0.01016	14,824
Haul		0.7272	0.73	Diesel	0.01016	72
Vendor		0	0.60	Diesel	0.01016	60
Worker		3.3851	4.06	Gasoline	0.008887	457
Park Corporation Yard Improvement (Phase 1)	9 months					
Off-road		34.255	222.60	Diesel	0.01016	21,909
Haul		1.3006	1.30	Diesel	0.01016	128
Vendor		0	35.95	Diesel	0.01016	3,538
Worker		0.9996	37.41	Gasoline	0.008887	4,209
Park Corporation Yard Improvement (Phase 2)	9 months					
Off-road		-	63.41	Diesel	0.01016	6,242
Haul		-	0.00	Diesel	0.01016	0
Vendor		-	1.12	Diesel	0.01016	110
Worker		-	6.08	Gasoline	0.008887	684
Oso Flaco (Initial) Improvement	2 years					
Off-road		44.5055	525.13	Diesel	0.01016	51,686
Haul		0.2155	0.22	Diesel	0.01016	21
Vendor		0.4788	138.45	Diesel	0.01016	13,627
Worker		1.2514	127.78	Gasoline	0.008887	14,379
Oso Flaco (Future) Improvement	3 years					
Off-road		-	850.74	Diesel	0.01016	83,734
Haul		-	0.00	Diesel	0.01016	0
Vendor		-	134.78	Diesel	0.01016	13,266
Worker		-	54.36	Gasoline	0.008887	6,117
Pismo Creek Estuary Seasonal (Floating) Bridge	6 days					
Off-road		-	1.38	Diesel	0.01016	136
Haul		-	0.08	Diesel	0.01016	8
Vendor		-	1.15	Diesel	0.01016	113
Worker		-	0.19	Gasoline	0.008887	21
				Total Gallons	Diesel	251,065
					Gasoline	30,056
				Average Annual Demand (over 8-year construction timeline)	Diesel	31,383
					Gasoline	3,757

Notes:
CO2 = carbon dioxide; CO2e = carbon dioxide equivalent; MT = metric tons
Sources:
a Modeled by AECOM in 2020; See Appendix B for detailed modeling inputs and calculations.
b U.S. Energy Information Administration 2016

Operational Energy Summary

Project	Electricity (kWh/year)	Natural Gas (kBTU/year)
Park Corporation Yard Phase 1	179,114	106,078
Park Corporation Yard Phase 2	135,335	97,095
Oso Flaco Initial Improvements	62,658	41,391
Oso Flaco Future Improvements	162,933	277,536
Total	540,039	522,600

Note that the CalEEMod "mitigated" scenario is used to inform energy demand without mitigation, as this scenario represents operation of the new buildings and facilities that would meet current Title 25 Standards, which are more energy efficient than the 2016 standards, which are the CalEEMod default data.

Pismo State Beach and Oceano Dunes PWP - Pier & Grand Ave. Entrances and Pier Ave Lifeguard Tower

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	1.47	1000sqft	0.03	1,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Pier & Grand Ave. Entrances and Pier Ave Lifeguard Tower - San Luis Obispo County, Annual

Project Characteristics - Construction-only project. New entrances replace existing.

Land Use -

Construction Phase - 3-month anticipated construction duration. Reduced phase durations proportionally from default.

Demolition -

Trips and VMT - Increased worker trips for building construction and architectural paving, assuming 1.5 workers per equipment piece. Added vendor trips to account for water trucks and some matieral deliveries during building construction.

Vehicle Trips - Construction-only project.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Water And Wastewater - Construction-only project.

Solid Waste - Construction-only project.

Construction Off-road Equipment Mitigation - Water exposed areas at least twice per day.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	734	0
tblAreaCoating	Area_Nonresidential_Interior	2202	0
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	52.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	PhaseEndDate	6/22/2021	3/31/2021
tblConstructionPhase	PhaseEndDate	6/8/2021	3/24/2021
tblConstructionPhase	PhaseEndDate	1/14/2021	1/7/2021
tblConstructionPhase	PhaseEndDate	1/19/2021	1/11/2021
tblConstructionPhase	PhaseEndDate	6/15/2021	3/26/2021

tblConstructionPhase	PhaseEndDate	1/15/2021	1/8/2021
tblConstructionPhase	PhaseStartDate	6/16/2021	3/27/2021
tblConstructionPhase	PhaseStartDate	1/20/2021	1/12/2021
tblConstructionPhase	PhaseStartDate	1/16/2021	1/9/2021
tblConstructionPhase	PhaseStartDate	6/9/2021	3/25/2021
tblConstructionPhase	PhaseStartDate	1/15/2021	1/8/2021
tblSolidWaste	SolidWasteGenerationRate	1.37	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	0.00	16.00
tblTripsAndVMT	WorkerTripNumber	0.00	4.00
tblVehicleTrips	WD_TR	68.93	0.00
tblWater	IndoorWaterUseRate	292,029.74	0.00
tblWater	OutdoorWaterUseRate	178,985.97	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0434	0.2614	0.2432	4.3000e-004	6.6900e-003	0.0136	0.0203	1.7900e-003	0.0126	0.0143	0.0000	38.1255	38.1255	9.7600e-003	0.0000	38.3694
Maximum	**0.0434**	**0.2614**	**0.2432**	**4.3000e-004**	**6.6900e-003**	**0.0136**	**0.0203**	**1.7900e-003**	**0.0126**	**0.0143**	**0.0000**	**38.1255**	**38.1255**	**9.7600e-003**	**0.0000**	**38.3694**

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					
2021	0.0434	0.2614	0.2432	4.3000e-004	5.9800e-003	0.0136	0.0196	1.6000e-003	0.0126	0.0142	0.0000	38.1254	38.1254	9.7600e-003	0.0000	38.3693
Maximum	**0.0434**	**0.2614**	**0.2432**	**4.3000e-004**	**5.9800e-003**	**0.0136**	**0.0196**	**1.6000e-003**	**0.0126**	**0.0142**	**0.0000**	**38.1254**	**38.1254**	**9.7600e-003**	**0.0000**	**38.3693**

	ROG	NOx	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**	**10.61**	**0.00**	**3.55**	**10.61**	**0.00**	**1.26**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.3072	0.3072
		Highest	0.3072	0.3072

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	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	8.8968	8.8968	3.7000e-004	9.0000e-005	8.9343
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.8600e-003**	**1.1800e-003**	**9.9000e-004**	**1.0000e-005**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**8.8968**	**8.8968**	**3.7000e-004**	**9.0000e-005**	**8.9343**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	8.8968	8.8968	3.7000e-004	9.0000e-005	8.9343
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.8600e-003**	**1.1800e-003**	**9.9000e-004**	**1.0000e-005**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**8.8968**	**8.8968**	**3.7000e-004**	**9.0000e-005**	**8.9343**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/7/2021	5	5	
2	Site Preparation	Site Preparation	1/8/2021	1/8/2021	5	1	
3	Grading	Grading	1/9/2021	1/11/2021	5	1	
4	Building Construction	Building Construction	1/12/2021	3/24/2021	5	52	
5	Paving	Paving	3/25/2021	3/26/2021	5	2	
6	Architectural Coating	Architectural Coating	3/27/2021	3/31/2021	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,202; Non-Residential Outdoor: 734; Striped Parking Area: 0 (Architectural Coating – sqft)

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	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	4.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6000e-004	0.0000	6.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0181	0.0189	3.0000e-005		1.0200e-003	1.0200e-003		9.7000e-004	9.7000e-004	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145
Total	**1.9900e-003**	**0.0181**	**0.0189**	**3.0000e-005**	**6.6000e-004**	**1.0200e-003**	**1.6800e-003**	**1.0000e-004**	**9.7000e-004**	**1.0700e-003**	**0.0000**	**2.6023**	**2.6023**	**4.8000e-004**	**0.0000**	**2.6145**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.8000e-004	2.0000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2282	0.2282	1.0000e-005	0.0000	0.2285
Vendor	3.0000e-005	9.5000e-004	2.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1912	0.1912	1.0000e-005	0.0000	0.1915
Worker	1.0000e-004	9.0000e-005	7.8000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1945	0.1945	1.0000e-005	0.0000	0.1946
Total	**1.5000e-004**	**1.9200e-003**	**1.2600e-003**	**0.0000**	**3.4000e-004**	**0.0000**	**3.4000e-004**	**8.0000e-005**	**0.0000**	**1.1000e-004**	**0.0000**	**0.6139**	**0.6139**	**3.0000e-005**	**0.0000**	**0.6147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.0000e-004	0.0000	3.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9900e-003	0.0181	0.0189	3.0000e-005		1.0200e-003	1.0200e-003		9.7000e-004	9.7000e-004	0.0000	2.6023	2.6023	4.8000e-004	0.0000	2.6145
Total	**1.9900e-003**	**0.0181**	**0.0189**	**3.0000e-005**	**3.0000e-004**	**1.0200e-003**	**1.3200e-003**	**5.0000e-005**	**9.7000e-004**	**1.0200e-003**	**0.0000**	**2.6023**	**2.6023**	**4.8000e-004**	**0.0000**	**2.6145**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.8000e-004	2.0000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2282	0.2282	1.0000e-005	0.0000	0.2285
Vendor	3.0000e-005	9.5000e-004	2.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1912	0.1912	1.0000e-005	0.0000	0.1915
Worker	1.0000e-004	9.0000e-005	7.8000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1945	0.1945	1.0000e-005	0.0000	0.1946
Total	**1.5000e-004**	**1.9200e-003**	**1.2600e-003**	**0.0000**	**3.4000e-004**	**0.0000**	**3.4000e-004**	**8.0000e-005**	**0.0000**	**1.1000e-004**	**0.0000**	**0.6139**	**0.6139**	**3.0000e-005**	**0.0000**	**0.6147**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**2.7000e-004**	**1.5000e-004**	**4.2000e-004**	**3.0000e-005**	**1.4000e-004**	**1.7000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.9000e-004	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0383	0.0383	0.0000	0.0000	0.0383
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0195	0.0195	0.0000	0.0000	0.0195
Total	**2.0000e-005**	**2.0000e-004**	**1.4000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0577**	**0.0577**	**0.0000**	**0.0000**	**0.0578**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	**3.2000e-004**	**3.9100e-003**	**2.0100e-003**	**0.0000**	**1.2000e-004**	**1.5000e-004**	**2.7000e-004**	**1.0000e-005**	**1.4000e-004**	**1.5000e-004**	**0.0000**	**0.4276**	**0.4276**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.9000e-004	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0383	0.0383	0.0000	0.0000	0.0383
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0195	0.0195	0.0000	0.0000	0.0195
Total	**2.0000e-005**	**2.0000e-004**	**1.4000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0577**	**0.0577**	**0.0000**	**0.0000**	**0.0578**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8000e-004	0.0000	3.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-004	3.6300e-003	3.7800e-003	1.0000e-005		2.0000e-004	2.0000e-004		1.9000e-004	1.9000e-004	0.0000	0.5205	0.5205	1.0000e-004	0.0000	0.5229
Total	**4.0000e-004**	**3.6300e-003**	**3.7800e-003**	**1.0000e-005**	**3.8000e-004**	**2.0000e-004**	**5.8000e-004**	**2.1000e-004**	**1.9000e-004**	**4.0000e-004**	**0.0000**	**0.5205**	**0.5205**	**1.0000e-004**	**0.0000**	**0.5229**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.9000e-004	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0383	0.0383	0.0000	0.0000	0.0383
Worker	2.0000e-005	2.0000e-005	1.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0389	0.0389	0.0000	0.0000	0.0389
Total	**3.0000e-005**	**2.1000e-004**	**2.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0772**	**0.0772**	**0.0000**	**0.0000**	**0.0772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7000e-004	0.0000	1.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-004	3.6300e-003	3.7800e-003	1.0000e-005		2.0000e-004	2.0000e-004		1.9000e-004	1.9000e-004	0.0000	0.5205	0.5205	1.0000e-004	0.0000	0.5229
Total	**4.0000e-004**	**3.6300e-003**	**3.7800e-003**	**1.0000e-005**	**1.7000e-004**	**2.0000e-004**	**3.7000e-004**	**9.0000e-005**	**1.9000e-004**	**2.8000e-004**	**0.0000**	**0.5205**	**0.5205**	**1.0000e-004**	**0.0000**	**0.5229**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.9000e-004	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0383	0.0383	0.0000	0.0000	0.0383
Worker	2.0000e-005	2.0000e-005	1.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0389	0.0389	0.0000	0.0000	0.0389
Total	**3.0000e-005**	**2.1000e-004**	**2.2000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0772**	**0.0772**	**0.0000**	**0.0000**	**0.0772**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.2076	0.1889	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0213	26.0213	8.4200e-003	0.0000	26.2317
Total	**0.0202**	**0.2076**	**0.1889**	**3.0000e-004**		**0.0116**	**0.0116**		**0.0107**	**0.0107**	**0.0000**	**26.0213**	**26.0213**	**8.4200e-003**	**0.0000**	**26.2317**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.8000e-004	0.0149	4.3500e-003	3.0000e-005	7.1000e-004	4.0000e-005	7.5000e-004	2.0000e-004	4.0000e-005	2.5000e-004	0.0000	2.9833	2.9833	1.8000e-004	0.0000	2.9877
Worker	1.7000e-003	1.4800e-003	0.0130	4.0000e-005	4.0000e-003	3.0000e-005	4.0300e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	3.2363	3.2363	1.0000e-004	0.0000	3.2388
Total	**2.1800e-003**	**0.0163**	**0.0173**	**7.0000e-005**	**4.7100e-003**	**7.0000e-005**	**4.7800e-003**	**1.2600e-003**	**6.0000e-005**	**1.3400e-003**	**0.0000**	**6.2196**	**6.2196**	**2.8000e-004**	**0.0000**	**6.2264**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0202	0.2076	0.1889	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0213	26.0213	8.4200e-003	0.0000	26.2317
Total	**0.0202**	**0.2076**	**0.1889**	**3.0000e-004**		**0.0116**	**0.0116**		**0.0107**	**0.0107**	**0.0000**	**26.0213**	**26.0213**	**8.4200e-003**	**0.0000**	**26.2317**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.8000e-004	0.0149	4.3500e-003	3.0000e-005	7.1000e-004	4.0000e-005	7.5000e-004	2.0000e-004	4.0000e-005	2.5000e-004	0.0000	2.9833	2.9833	1.8000e-004	0.0000	2.9877
Worker	1.7000e-003	1.4800e-003	0.0130	4.0000e-005	4.0000e-003	3.0000e-005	4.0300e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	3.2363	3.2363	1.0000e-004	0.0000	3.2388
Total	**2.1800e-003**	**0.0163**	**0.0173**	**7.0000e-005**	**4.7100e-003**	**7.0000e-005**	**4.7800e-003**	**1.2600e-003**	**6.0000e-005**	**1.3400e-003**	**0.0000**	**6.2196**	**6.2196**	**2.8000e-004**	**0.0000**	**6.2264**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.2000e-004	6.7200e-003	7.0900e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.3000e-004	3.3000e-004	0.0000	0.9393	0.9393	2.7000e-004	0.0000	0.9461
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.2000e-004**	**6.7200e-003**	**7.0900e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.3000e-004**	**3.3000e-004**	**0.0000**	**0.9393**	**0.9393**	**2.7000e-004**	**0.0000**	**0.9461**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	3.8000e-004	1.1000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0765	0.0765	0.0000	0.0000	0.0766
Worker	7.0000e-005	6.0000e-005	5.6000e-004	0.0000	1.7000e-004	0.0000	1.7000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1400	0.1400	0.0000	0.0000	0.1401
Total	**8.0000e-005**	**4.4000e-004**	**6.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2165**	**0.2165**	**0.0000**	**0.0000**	**0.2168**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.2000e-004	6.7200e-003	7.0900e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.3000e-004	3.3000e-004	0.0000	0.9393	0.9393	2.7000e-004	0.0000	0.9461
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.2000e-004**	**6.7200e-003**	**7.0900e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.3000e-004**	**3.3000e-004**	**0.0000**	**0.9393**	**0.9393**	**2.7000e-004**	**0.0000**	**0.9461**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	3.8000e-004	1.1000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0765	0.0765	0.0000	0.0000	0.0766
Worker	7.0000e-005	6.0000e-005	5.6000e-004	0.0000	1.7000e-004	0.0000	1.7000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1400	0.1400	0.0000	0.0000	0.1401
Total	**8.0000e-005**	**4.4000e-004**	**6.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2165**	**0.2165**	**0.0000**	**0.0000**	**0.2168**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3000e-004	2.2900e-003	2.7300e-003	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	0.3830	0.3830	3.0000e-005	0.0000	0.3837
Total	**0.0173**	**2.2900e-003**	**2.7300e-003**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.3830**	**0.3830**	**3.0000e-005**	**0.0000**	**0.3837**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	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	0.0467	0.0467	0.0000	0.0000	0.0467
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**	**0.0467**	**0.0467**	**0.0000**	**0.0000**	**0.0467**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3000e-004	2.2900e-003	2.7300e-003	0.0000		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	0.3830	0.3830	3.0000e-005	0.0000	0.3836
Total	**0.0173**	**2.2900e-003**	**2.7300e-003**	**0.0000**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.3830**	**0.3830**	**3.0000e-005**	**0.0000**	**0.3836**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	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	0.0467	0.0467	0.0000	0.0000	0.0467
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**	**0.0467**	**0.0467**	**0.0000**	**0.0000**	**0.0467**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Government Office Building	13.00	5.00	5.00	33.00	62.00	5.00	50	34	16

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	7.6144	7.6144	3.4000e-004	7.0000e-005	7.6443
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7.6144	7.6144	3.4000e-004	7.0000e-005	7.6443
NaturalGas Mitigated	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2824	1.2824	2.0000e-005	2.0000e-005	1.2900
NaturalGas Unmitigated	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2824	1.2824	2.0000e-005	2.0000e-005	1.2900

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					
Government Office Building	24031.2	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2824	1.2824	2.0000e-005	2.0000e-005	1.2900
Total		**1.3000e-004**	**1.1800e-003**	**9.9000e-004**	**1.0000e-005**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**1.2824**	**1.2824**	**2.0000e-005**	**2.0000e-005**	**1.2900**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Government Office Building	24031.2	1.3000e-004	1.1800e-003	9.9000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2824	1.2824	2.0000e-005	2.0000e-005	1.2900
Total		**1.3000e-004**	**1.1800e-003**	**9.9000e-004**	**1.0000e-005**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**1.2824**	**1.2824**	**2.0000e-005**	**2.0000e-005**	**1.2900**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Government Office Building	26174.4	7.6144	3.4000e-004	7.0000e-005	7.6443
Total		**7.6144**	**3.4000e-004**	**7.0000e-005**	**7.6443**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Government Office Building	26174.4	7.6144	3.4000e-004	7.0000e-005	7.6443
Total		**7.6144**	**3.4000e-004**	**7.0000e-005**	**7.6443**

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	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.7300e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.7300e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Government Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Government Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Government Office Building	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Pier & Grand Ave. Entrances and Pier Ave Lifeguard Tower

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	1.47	1000sqft	0.03	1,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Pier & Grand Ave. Entrances and Pier Ave Lifeguard Tower - San Luis Obispo County, Summer

Project Characteristics - Construction-only project. New entrances replace existing.

Land Use -

Construction Phase - 3-month anticipated construction duration. Reduced phase durations proportionally from default.

Demolition -

Trips and VMT - Increased worker trips for building construction and architectural paving, assuming 1.5 workers per equipment piece. Added vendor trips to account for water trucks and some matieral deliveries during building construction.

Vehicle Trips - Construction-only project.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Water And Wastewater - Construction-only project.

Solid Waste - Construction-only project.

Construction Off-road Equipment Mitigation - Water exposed areas at least twice per day.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	734	0
tblAreaCoating	Area_Nonresidential_Interior	2202	0
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	52.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	PhaseEndDate	6/22/2021	3/31/2021
tblConstructionPhase	PhaseEndDate	6/8/2021	3/24/2021
tblConstructionPhase	PhaseEndDate	1/14/2021	1/7/2021
tblConstructionPhase	PhaseEndDate	1/19/2021	1/11/2021
tblConstructionPhase	PhaseEndDate	6/15/2021	3/26/2021

tblConstructionPhase	PhaseEndDate	1/15/2021	1/8/2021
tblConstructionPhase	PhaseStartDate	6/16/2021	3/27/2021
tblConstructionPhase	PhaseStartDate	1/20/2021	1/12/2021
tblConstructionPhase	PhaseStartDate	1/16/2021	1/9/2021
tblConstructionPhase	PhaseStartDate	6/9/2021	3/25/2021
tblConstructionPhase	PhaseStartDate	1/15/2021	1/8/2021
tblSolidWaste	SolidWasteGenerationRate	1.37	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	0.00	16.00
tblTripsAndVMT	WorkerTripNumber	0.00	4.00
tblVehicleTrips	WD_TR	68.93	0.00
tblWater	IndoorWaterUseRate	292,029.74	0.00
tblWater	OutdoorWaterUseRate	178,985.97	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	11.5751	8.6032	8.0735	0.0146	0.8702	0.4501	1.2792	0.4454	0.4142	0.8355	0.0000	1,423.3457	1,423.3457	0.3683	0.0000	1,429.0230
Maximum	**11.5751**	**8.6032**	**8.0735**	**0.0146**	**0.8702**	**0.4501**	**1.2792**	**0.4454**	**0.4142**	**0.8355**	**0.0000**	**1,423.3457**	**1,423.3457**	**0.3683**	**0.0000**	**1,429.0230**

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					
2021	11.5751	8.6032	8.0735	0.0146	0.4562	0.4501	0.8652	0.2178	0.4142	0.6079	0.0000	1,423.3457	1,423.3457	0.3683	0.0000	1,429.0230
Maximum	**11.5751**	**8.6032**	**8.0735**	**0.0146**	**0.4562**	**0.4501**	**0.8652**	**0.2178**	**0.4142**	**0.6079**	**0.0000**	**1,423.3457**	**1,423.3457**	**0.3683**	**0.0000**	**1,429.0230**

	ROG	NOx	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**	**47.58**	**0.00**	**32.37**	**51.10**	**0.00**	**27.24**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Energy	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0321**	**6.4500e-003**	**5.5700e-003**	**4.0000e-005**	**0.0000**	**4.9000e-004**	**4.9000e-004**	**0.0000**	**4.9000e-004**	**4.9000e-004**		**7.7461**	**7.7461**	**1.5000e-004**	**1.4000e-004**	**7.7921**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Energy	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0321**	**6.4500e-003**	**5.5700e-003**	**4.0000e-005**	**0.0000**	**4.9000e-004**	**4.9000e-004**	**0.0000**	**4.9000e-004**	**4.9000e-004**		**7.7461**	**7.7461**	**1.5000e-004**	**1.4000e-004**	**7.7921**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/7/2021	5	5	
2	Site Preparation	Site Preparation	1/8/2021	1/8/2021	5	1	
3	Grading	Grading	1/9/2021	1/11/2021	5	1	
4	Building Construction	Building Construction	1/12/2021	3/24/2021	5	52	
5	Paving	Paving	3/25/2021	3/26/2021	5	2	
6	Architectural Coating	Architectural Coating	3/27/2021	3/31/2021	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,202; Non-Residential Outdoor: 734; Striped Parking Area: 0 (Architectural Coating – sqft)

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	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	4.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2651	0.0000	0.2651	0.0401	0.0000	0.0401			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.2651**	**0.4073**	**0.6724**	**0.0401**	**0.3886**	**0.4287**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6100e-003	0.3465	0.0777	9.4000e-004	0.0210	1.4600e-003	0.0224	5.7400e-003	1.4000e-003	7.1400e-003		101.2491	101.2491	5.7600e-003		101.3931
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0398	0.0319	0.3224	9.0000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		89.2402	89.2402	2.6800e-003		89.3072
Total	**0.0613**	**0.7565**	**0.5044**	**2.6400e-003**	**0.1384**	**3.1300e-003**	**0.1415**	**0.0373**	**2.9700e-003**	**0.0403**		**275.9119**	**275.9119**	**0.0133**		**276.2432**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1193	0.0000	0.1193	0.0181	0.0000	0.0181			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.1193**	**0.4073**	**0.5266**	**0.0181**	**0.3886**	**0.4067**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6100e-003	0.3465	0.0777	9.4000e-004	0.0210	1.4600e-003	0.0224	5.7400e-003	1.4000e-003	7.1400e-003		101.2491	101.2491	5.7600e-003		101.3931
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0398	0.0319	0.3224	9.0000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		89.2402	89.2402	2.6800e-003		89.3072
Total	**0.0613**	**0.7565**	**0.5044**	**2.6400e-003**	**0.1384**	**3.1300e-003**	**0.1415**	**0.0373**	**2.9700e-003**	**0.0403**		**275.9119**	**275.9119**	**0.0133**		**276.2432**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0199	0.0160	0.1612	4.5000e-004	0.0494	3.1000e-004	0.0497	0.0131	2.8000e-004	0.0134		44.6201	44.6201	1.3400e-003		44.6536
Total	**0.0318**	**0.3940**	**0.2655**	**1.2500e-003**	**0.0680**	**1.3700e-003**	**0.0694**	**0.0185**	**1.2900e-003**	**0.0198**		**130.0427**	**130.0427**	**6.1500e-003**		**130.1965**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.2386**	**0.2995**	**0.5381**	**0.0258**	**0.2755**	**0.3013**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0199	0.0160	0.1612	4.5000e-004	0.0494	3.1000e-004	0.0497	0.0131	2.8000e-004	0.0134		44.6201	44.6201	1.3400e-003		44.6536
Total	**0.0318**	**0.3940**	**0.2655**	**1.2500e-003**	**0.0680**	**1.3700e-003**	**0.0694**	**0.0185**	**1.2900e-003**	**0.0198**		**130.0427**	**130.0427**	**6.1500e-003**		**130.1965**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0398	0.0319	0.3224	9.0000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		89.2402	89.2402	2.6800e-003		89.3072
Total	**0.0517**	**0.4100**	**0.4267**	**1.7000e-003**	**0.1174**	**1.6700e-003**	**0.1191**	**0.0316**	**1.5700e-003**	**0.0331**		**174.6628**	**174.6628**	**7.4900e-003**		**174.8501**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3387**	**0.4073**	**0.7461**	**0.1862**	**0.3886**	**0.5748**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0398	0.0319	0.3224	9.0000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		89.2402	89.2402	2.6800e-003		89.3072
Total	**0.0517**	**0.4100**	**0.4267**	**1.7000e-003**	**0.1174**	**1.6700e-003**	**0.1191**	**0.0316**	**1.5700e-003**	**0.0331**		**174.6628**	**174.6628**	**7.4900e-003**		**174.8501**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0178	0.5671	0.1565	1.2000e-003	0.0279	1.5900e-003	0.0295	8.0200e-003	1.5200e-003	9.5500e-003		128.1339	128.1339	7.2200e-003		128.3144
Worker	0.0637	0.0511	0.5158	1.4300e-003	0.1582	9.8000e-004	0.1592	0.0420	9.0000e-004	0.0429		142.7844	142.7844	4.2900e-003		142.8916
Total	**0.0815**	**0.6182**	**0.6722**	**2.6300e-003**	**0.1860**	**2.5700e-003**	**0.1886**	**0.0500**	**2.4200e-003**	**0.0524**		**270.9182**	**270.9182**	**0.0115**		**271.2059**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0178	0.5671	0.1565	1.2000e-003	0.0279	1.5900e-003	0.0295	8.0200e-003	1.5200e-003	9.5500e-003		128.1339	128.1339	7.2200e-003		128.3144
Worker	0.0637	0.0511	0.5158	1.4300e-003	0.1582	9.8000e-004	0.1592	0.0420	9.0000e-004	0.0429		142.7844	142.7844	4.2900e-003		142.8916
Total	**0.0815**	**0.6182**	**0.6722**	**2.6300e-003**	**0.1860**	**2.5700e-003**	**0.1886**	**0.0500**	**2.4200e-003**	**0.0524**		**270.9182**	**270.9182**	**0.0115**		**271.2059**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0717	0.0574	0.5802	1.6100e-003	0.1780	1.1000e-003	0.1791	0.0472	1.0200e-003	0.0482		160.6324	160.6324	4.8200e-003		160.7530
Total	**0.0836**	**0.4355**	**0.6846**	**2.4100e-003**	**0.1965**	**2.1600e-003**	**0.1987**	**0.0526**	**2.0300e-003**	**0.0546**		**246.0550**	**246.0550**	**9.6300e-003**		**246.2959**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.3781	0.1043	8.0000e-004	0.0186	1.0600e-003	0.0196	5.3500e-003	1.0100e-003	6.3600e-003		85.4226	85.4226	4.8100e-003		85.5429
Worker	0.0717	0.0574	0.5802	1.6100e-003	0.1780	1.1000e-003	0.1791	0.0472	1.0200e-003	0.0482		160.6324	160.6324	4.8200e-003		160.7530
Total	**0.0836**	**0.4355**	**0.6846**	**2.4100e-003**	**0.1965**	**2.1600e-003**	**0.1987**	**0.0526**	**2.0300e-003**	**0.0546**		**246.0550**	**246.0550**	**9.6300e-003**		**246.2959**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.3403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**11.5592**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0159	0.0128	0.1289	3.6000e-004	0.0395	2.4000e-004	0.0398	0.0105	2.3000e-004	0.0107		35.6961	35.6961	1.0700e-003		35.7229
Total	**0.0159**	**0.0128**	**0.1289**	**3.6000e-004**	**0.0395**	**2.4000e-004**	**0.0398**	**0.0105**	**2.3000e-004**	**0.0107**		**35.6961**	**35.6961**	**1.0700e-003**		**35.7229**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.3403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**11.5592**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0159	0.0128	0.1289	3.6000e-004	0.0395	2.4000e-004	0.0398	0.0105	2.3000e-004	0.0107		35.6961	35.6961	1.0700e-003		35.7229
Total	**0.0159**	**0.0128**	**0.1289**	**3.6000e-004**	**0.0395**	**2.4000e-004**	**0.0398**	**0.0105**	**2.3000e-004**	**0.0107**		**35.6961**	**35.6961**	**1.0700e-003**		**35.7229**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Government Office Building	13.00	5.00	5.00	33.00	62.00	5.00	50	34	16

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
NaturalGas Unmitigated	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918

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					
Government Office Building	65.8388	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Total		**7.1000e-004**	**6.4500e-003**	**5.4200e-003**	**4.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**		**7.7457**	**7.7457**	**1.5000e-004**	**1.4000e-004**	**7.7918**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	0.0658388	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Total		**7.1000e-004**	**6.4500e-003**	**5.4200e-003**	**4.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**		**7.7457**	**7.7457**	**1.5000e-004**	**1.4000e-004**	**7.7918**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Unmitigated	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Total	**0.0314**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.2000e-004**	**3.2000e-004**	**0.0000**		**3.4000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Total	**0.0314**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.2000e-004**	**3.2000e-004**	**0.0000**		**3.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Pier & Grand Ave. Entrances and Pier Ave Lifeguard Tower

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	1.47	1000sqft	0.03	1,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Pier & Grand Ave. Entrances and Pier Ave Lifeguard Tower - San Luis Obispo County, Winter

Project Characteristics - Construction-only project. New entrances replace existing.

Land Use -

Construction Phase - 3-month anticipated construction duration. Reduced phase durations proportionally from default.

Demolition -

Trips and VMT - Increased worker trips for building construction and architectural paving, assuming 1.5 workers per equipment piece. Added vendor trips to account for water trucks and some matieral deliveries during building construction.

Vehicle Trips - Construction-only project.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Water And Wastewater - Construction-only project.

Solid Waste - Construction-only project.

Construction Off-road Equipment Mitigation - Water exposed areas at least twice per day.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	734	0
tblAreaCoating	Area_Nonresidential_Interior	2202	0
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	52.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	PhaseEndDate	6/22/2021	3/31/2021
tblConstructionPhase	PhaseEndDate	6/8/2021	3/24/2021
tblConstructionPhase	PhaseEndDate	1/14/2021	1/7/2021
tblConstructionPhase	PhaseEndDate	1/19/2021	1/11/2021
tblConstructionPhase	PhaseEndDate	6/15/2021	3/26/2021

tblConstructionPhase	PhaseEndDate	1/15/2021	1/8/2021
tblConstructionPhase	PhaseStartDate	6/16/2021	3/27/2021
tblConstructionPhase	PhaseStartDate	1/20/2021	1/12/2021
tblConstructionPhase	PhaseStartDate	1/16/2021	1/9/2021
tblConstructionPhase	PhaseStartDate	6/9/2021	3/25/2021
tblConstructionPhase	PhaseStartDate	1/15/2021	1/8/2021
tblSolidWaste	SolidWasteGenerationRate	1.37	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	0.00	16.00
tblTripsAndVMT	WorkerTripNumber	0.00	4.00
tblVehicleTrips	WD_TR	68.93	0.00
tblWater	IndoorWaterUseRate	292,029.74	0.00
tblWater	OutdoorWaterUseRate	178,985.97	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	11.5774	8.6063	8.0825	0.0145	0.8702	0.4502	1.2793	0.4454	0.4143	0.8356	0.0000	1,415.0264	1,415.0264	0.3687	0.0000	1,420.7145
Maximum	**11.5774**	**8.6063**	**8.0825**	**0.0145**	**0.8702**	**0.4502**	**1.2793**	**0.4454**	**0.4143**	**0.8356**	**0.0000**	**1,415.0264**	**1,415.0264**	**0.3687**	**0.0000**	**1,420.7145**

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					
2021	11.5774	8.6063	8.0825	0.0145	0.4562	0.4502	0.8652	0.2178	0.4143	0.6080	0.0000	1,415.0264	1,415.0264	0.3687	0.0000	1,420.7145
Maximum	**11.5774**	**8.6063**	**8.0825**	**0.0145**	**0.4562**	**0.4502**	**0.8652**	**0.2178**	**0.4143**	**0.6080**	**0.0000**	**1,415.0264**	**1,415.0264**	**0.3687**	**0.0000**	**1,420.7145**

	ROG	NOx	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**	**47.58**	**0.00**	**32.36**	**51.10**	**0.00**	**27.24**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Energy	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0321**	**6.4500e-003**	**5.5700e-003**	**4.0000e-005**	**0.0000**	**4.9000e-004**	**4.9000e-004**	**0.0000**	**4.9000e-004**	**4.9000e-004**		**7.7461**	**7.7461**	**1.5000e-004**	**1.4000e-004**	**7.7921**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Energy	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0321**	**6.4500e-003**	**5.5700e-003**	**4.0000e-005**	**0.0000**	**4.9000e-004**	**4.9000e-004**	**0.0000**	**4.9000e-004**	**4.9000e-004**		**7.7461**	**7.7461**	**1.5000e-004**	**1.4000e-004**	**7.7921**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/7/2021	5	5	
2	Site Preparation	Site Preparation	1/8/2021	1/8/2021	5	1	
3	Grading	Grading	1/9/2021	1/11/2021	5	1	
4	Building Construction	Building Construction	1/12/2021	3/24/2021	5	52	
5	Paving	Paving	3/25/2021	3/26/2021	5	2	
6	Architectural Coating	Architectural Coating	3/27/2021	3/31/2021	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,202; Non-Residential Outdoor: 734; Striped Parking Area: 0 (Architectural Coating – sqft)

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	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	4.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2651	0.0000	0.2651	0.0401	0.0000	0.0401			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.2651**	**0.4073**	**0.6724**	**0.0401**	**0.3886**	**0.4287**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.8700e-003	0.3486	0.0824	9.2000e-004	0.0210	1.5000e-003	0.0224	5.7400e-003	1.4300e-003	7.1700e-003		99.7298	99.7298	5.9400e-003		99.8784
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0455	0.0362	0.3128	8.5000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		85.0614	85.0614	2.5900e-003		85.1260
Total	**0.0680**	**0.7604**	**0.5133**	**2.5500e-003**	**0.1384**	**3.2300e-003**	**0.1416**	**0.0373**	**3.0600e-003**	**0.0404**		**267.5926**	**267.5926**	**0.0137**		**267.9347**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1193	0.0000	0.1193	0.0181	0.0000	0.0181			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.1193**	**0.4073**	**0.5266**	**0.0181**	**0.3886**	**0.4067**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.8700e-003	0.3486	0.0824	9.2000e-004	0.0210	1.5000e-003	0.0224	5.7400e-003	1.4300e-003	7.1700e-003		99.7298	99.7298	5.9400e-003		99.8784
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0455	0.0362	0.3128	8.5000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		85.0614	85.0614	2.5900e-003		85.1260
Total	**0.0680**	**0.7604**	**0.5133**	**2.5500e-003**	**0.1384**	**3.2300e-003**	**0.1416**	**0.0373**	**3.0600e-003**	**0.0404**		**267.5926**	**267.5926**	**0.0137**		**267.9347**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.5303**	**0.2995**	**0.8297**	**0.0573**	**0.2755**	**0.3328**		**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0228	0.0181	0.1564	4.3000e-004	0.0494	3.1000e-004	0.0497	0.0131	2.8000e-004	0.0134		42.5307	42.5307	1.2900e-003		42.5630
Total	**0.0354**	**0.3937**	**0.2745**	**1.2100e-003**	**0.0680**	**1.4300e-003**	**0.0694**	**0.0185**	**1.3500e-003**	**0.0198**		**125.3321**	**125.3321**	**6.4400e-003**		**125.4933**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	**0.6403**	**7.8204**	**4.0274**	**9.7300e-003**	**0.2386**	**0.2995**	**0.5381**	**0.0258**	**0.2755**	**0.3013**	**0.0000**	**942.5842**	**942.5842**	**0.3049**		**950.2055**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0228	0.0181	0.1564	4.3000e-004	0.0494	3.1000e-004	0.0497	0.0131	2.8000e-004	0.0134		42.5307	42.5307	1.2900e-003		42.5630
Total	**0.0354**	**0.3937**	**0.2745**	**1.2100e-003**	**0.0680**	**1.4300e-003**	**0.0694**	**0.0185**	**1.3500e-003**	**0.0198**		**125.3321**	**125.3321**	**6.4400e-003**		**125.4933**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.7528**	**0.4073**	**1.1601**	**0.4138**	**0.3886**	**0.8024**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0455	0.0362	0.3128	8.5000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		85.0614	85.0614	2.5900e-003		85.1260
Total	**0.0581**	**0.4118**	**0.4309**	**1.6300e-003**	**0.1174**	**1.7300e-003**	**0.1192**	**0.0316**	**1.6300e-003**	**0.0332**		**167.8628**	**167.8628**	**7.7400e-003**		**168.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3387**	**0.4073**	**0.7461**	**0.1862**	**0.3886**	**0.5748**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0455	0.0362	0.3128	8.5000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		85.0614	85.0614	2.5900e-003		85.1260
Total	**0.0581**	**0.4118**	**0.4309**	**1.6300e-003**	**0.1174**	**1.7300e-003**	**0.1192**	**0.0316**	**1.6300e-003**	**0.0332**		**167.8628**	**167.8628**	**7.7400e-003**		**168.0563**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0189	0.5634	0.1772	1.1700e-003	0.0279	1.6800e-003	0.0295	8.0200e-003	1.6100e-003	9.6300e-003		124.2021	124.2021	7.7300e-003		124.3954
Worker	0.0728	0.0579	0.5004	1.3700e-003	0.1582	9.8000e-004	0.1592	0.0420	9.0000e-004	0.0429		136.0982	136.0982	4.1400e-003		136.2016
Total	**0.0917**	**0.6214**	**0.6776**	**2.5400e-003**	**0.1860**	**2.6600e-003**	**0.1887**	**0.0500**	**2.5100e-003**	**0.0525**		**260.3004**	**260.3004**	**0.0119**		**260.5971**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0189	0.5634	0.1772	1.1700e-003	0.0279	1.6800e-003	0.0295	8.0200e-003	1.6100e-003	9.6300e-003		124.2021	124.2021	7.7300e-003		124.3954
Worker	0.0728	0.0579	0.5004	1.3700e-003	0.1582	9.8000e-004	0.1592	0.0420	9.0000e-004	0.0429		136.0982	136.0982	4.1400e-003		136.2016
Total	**0.0917**	**0.6214**	**0.6776**	**2.5400e-003**	**0.1860**	**2.6600e-003**	**0.1887**	**0.0500**	**2.5100e-003**	**0.0525**		**260.3004**	**260.3004**	**0.0119**		**260.5971**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0819	0.0652	0.5630	1.5400e-003	0.1780	1.1000e-003	0.1791	0.0472	1.0200e-003	0.0482		153.1105	153.1105	4.6500e-003		153.2268
Total	**0.0945**	**0.4408**	**0.6811**	**2.3200e-003**	**0.1965**	**2.2200e-003**	**0.1987**	**0.0526**	**2.0900e-003**	**0.0546**		**235.9119**	**235.9119**	**9.8000e-003**		**236.1571**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0126	0.3756	0.1181	7.8000e-004	0.0186	1.1200e-003	0.0197	5.3500e-003	1.0700e-003	6.4200e-003		82.8014	82.8014	5.1500e-003		82.9303
Worker	0.0819	0.0652	0.5630	1.5400e-003	0.1780	1.1000e-003	0.1791	0.0472	1.0200e-003	0.0482		153.1105	153.1105	4.6500e-003		153.2268
Total	**0.0945**	**0.4408**	**0.6811**	**2.3200e-003**	**0.1965**	**2.2200e-003**	**0.1987**	**0.0526**	**2.0900e-003**	**0.0546**		**235.9119**	**235.9119**	**9.8000e-003**		**236.1571**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.3403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**11.5592**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0182	0.0145	0.1251	3.4000e-004	0.0395	2.4000e-004	0.0398	0.0105	2.3000e-004	0.0107		34.0246	34.0246	1.0300e-003		34.0504
Total	**0.0182**	**0.0145**	**0.1251**	**3.4000e-004**	**0.0395**	**2.4000e-004**	**0.0398**	**0.0105**	**2.3000e-004**	**0.0107**		**34.0246**	**34.0246**	**1.0300e-003**		**34.0504**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	11.3403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**11.5592**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0182	0.0145	0.1251	3.4000e-004	0.0395	2.4000e-004	0.0398	0.0105	2.3000e-004	0.0107		34.0246	34.0246	1.0300e-003		34.0504
Total	**0.0182**	**0.0145**	**0.1251**	**3.4000e-004**	**0.0395**	**2.4000e-004**	**0.0398**	**0.0105**	**2.3000e-004**	**0.0107**		**34.0246**	**34.0246**	**1.0300e-003**		**34.0504**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Government Office Building	13.00	5.00	5.00	33.00	62.00	5.00	50	34	16

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
NaturalGas Unmitigated	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918

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					
Government Office Building	65.8388	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Total		**7.1000e-004**	**6.4500e-003**	**5.4200e-003**	**4.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**		**7.7457**	**7.7457**	**1.5000e-004**	**1.4000e-004**	**7.7918**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	0.0658388	7.1000e-004	6.4500e-003	5.4200e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.7457	7.7457	1.5000e-004	1.4000e-004	7.7918
Total		**7.1000e-004**	**6.4500e-003**	**5.4200e-003**	**4.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**		**7.7457**	**7.7457**	**1.5000e-004**	**1.4000e-004**	**7.7918**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Unmitigated	0.0314	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Total	**0.0314**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.2000e-004**	**3.2000e-004**	**0.0000**		**3.4000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.2000e-004	3.2000e-004	0.0000		3.4000e-004
Total	**0.0314**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**3.2000e-004**	**3.2000e-004**	**0.0000**		**3.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.03	User Defined Unit	0.03	1,188.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project.

Land Use - Estimed size of structure.

Construction Phase - Estimated 3-month construction duration.

Off-road Equipment - Assume combination of manual construction and use of diesel-powered construction equipment to construct enclosure. Added welder.

Off-road Equipment - Site on beach area, minor grading assumed to prepare site for enclosure placement. No concrete/industrial saws needed for grading.

Trips and VMT - Increased worker trips from default during building construction and added haul trips to account for material deliveries.

Grading -

Vehicle Trips - Construction-only project. No change in operational emissions sources.

Consumer Products - Construction-only project. No change in operational emissions sources.

Landscape Equipment - Construction-only project. No change in operational emissions sources.

Energy Use -

Water And Wastewater - Construction-only project. No change in operational emissions sources.

Solid Waste - Construction-only project. No change in operational emissions sources.

Area Coating - Construction-only project.

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure - San Luis Obispo County, Annual

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	594	0
tblAreaCoating	Area_Nonresidential_Interior	1782	0
tblConstructionPhase	NumDays	100.00	61.00
tblConstructionPhase	PhaseEndDate	5/24/2021	3/30/2021
tblLandUse	LandUseSquareFeet	0.00	1,188.00
tblLandUse	LotAcreage	0.00	0.03
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Building Construction
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	1.00	10.00

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					
2021	0.0289	0.2400	0.2194	3.7000e-004	3.9400e-003	0.0128	0.0167	1.2600e-003	0.0119	0.0132	0.0000	31.6390	31.6390	8.2100e-003	0.0000	31.8442
Maximum	**0.0289**	**0.2400**	**0.2194**	**3.7000e-004**	**3.9400e-003**	**0.0128**	**0.0167**	**1.2600e-003**	**0.0119**	**0.0132**	**0.0000**	**31.6390**	**31.6390**	**8.2100e-003**	**0.0000**	**31.8442**

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					
2021	0.0289	0.2400	0.2194	3.7000e-004	3.9400e-003	0.0128	0.0167	1.2600e-003	0.0119	0.0132	0.0000	31.6390	31.6390	8.2100e-003	0.0000	31.8442
Maximum	**0.0289**	**0.2400**	**0.2194**	**3.7000e-004**	**3.9400e-003**	**0.0128**	**0.0167**	**1.2600e-003**	**0.0119**	**0.0132**	**0.0000**	**31.6390**	**31.6390**	**8.2100e-003**	**0.0000**	**31.8442**

	ROG	NOx	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	1-1-2021	3-31-2021	0.2698	0.2698
		Highest	0.2698	0.2698

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	4.6400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.6400e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.6400e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2021	1/4/2021	5	2	
2	Building Construction	Building Construction	1/5/2021	3/30/2021	5	61	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	1	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
Grading	3	8.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	0.00	20.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1000e-004	4.2200e-003	3.9000e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.2000e-004	2.2000e-004	0.0000	0.5033	0.5033	1.6000e-004	0.0000	0.5074
Total	**4.1000e-004**	**4.2200e-003**	**3.9000e-003**	**1.0000e-005**	**7.5000e-004**	**2.3000e-004**	**9.8000e-004**	**4.1000e-004**	**2.2000e-004**	**6.3000e-004**	**0.0000**	**0.5033**	**0.5033**	**1.6000e-004**	**0.0000**	**0.5074**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	3.0000e-005	2.5000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0622	0.0622	0.0000	0.0000	0.0623
Total	**3.0000e-005**	**3.0000e-005**	**2.5000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0622**	**0.0622**	**0.0000**	**0.0000**	**0.0623**

3.2 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1000e-004	4.2200e-003	3.9000e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.2000e-004	2.2000e-004	0.0000	0.5033	0.5033	1.6000e-004	0.0000	0.5074
Total	**4.1000e-004**	**4.2200e-003**	**3.9000e-003**	**1.0000e-005**	**7.5000e-004**	**2.3000e-004**	**9.8000e-004**	**4.1000e-004**	**2.2000e-004**	**6.3000e-004**	**0.0000**	**0.5033**	**0.5033**	**1.6000e-004**	**0.0000**	**0.5074**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	3.0000e-005	2.5000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0622	0.0622	0.0000	0.0000	0.0623
Total	**3.0000e-005**	**3.0000e-005**	**2.5000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0622**	**0.0622**	**0.0000**	**0.0000**	**0.0623**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2317	0.2050	3.3000e-004		0.0125	0.0125		0.0117	0.0117	0.0000	27.9401	27.9401	7.9300e-003	0.0000	28.1383
Total	**0.0272**	**0.2317**	**0.2050**	**3.3000e-004**		**0.0125**	**0.0125**		**0.0117**	**0.0117**	**0.0000**	**27.9401**	**27.9401**	**7.9300e-003**	**0.0000**	**28.1383**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	2.9400e-003	6.7000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.7606	0.7606	4.0000e-005	0.0000	0.7617
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.0800e-003	9.5100e-003	3.0000e-005	2.9400e-003	2.0000e-005	2.9500e-003	7.8000e-004	2.0000e-005	8.0000e-004	0.0000	2.3728	2.3728	7.0000e-005	0.0000	2.3746
Total	**1.3200e-003**	**4.0200e-003**	**0.0102**	**4.0000e-005**	**3.1100e-003**	**3.0000e-005**	**3.1300e-003**	**8.3000e-004**	**3.0000e-005**	**8.6000e-004**	**0.0000**	**3.1334**	**3.1334**	**1.1000e-004**	**0.0000**	**3.1363**

3.3 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0272	0.2317	0.2050	3.3000e-004		0.0125	0.0125		0.0117	0.0117	0.0000	27.9401	27.9401	7.9300e-003	0.0000	28.1383
Total	**0.0272**	**0.2317**	**0.2050**	**3.3000e-004**		**0.0125**	**0.0125**		**0.0117**	**0.0117**	**0.0000**	**27.9401**	**27.9401**	**7.9300e-003**	**0.0000**	**28.1383**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.0000e-005	2.9400e-003	6.7000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.7606	0.7606	4.0000e-005	0.0000	0.7617
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.0800e-003	9.5100e-003	3.0000e-005	2.9400e-003	2.0000e-005	2.9500e-003	7.8000e-004	2.0000e-005	8.0000e-004	0.0000	2.3728	2.3728	7.0000e-005	0.0000	2.3746
Total	**1.3200e-003**	**4.0200e-003**	**0.0102**	**4.0000e-005**	**3.1100e-003**	**3.0000e-005**	**3.1300e-003**	**8.3000e-004**	**3.0000e-005**	**8.6000e-004**	**0.0000**	**3.1334**	**3.1334**	**1.1000e-004**	**0.0000**	**3.1363**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.6400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	4.6400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.6400e-003**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.6400e-003**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.03	User Defined Unit	0.03	1,188.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure - San Luis Obispo County, Summer

Project Characteristics - Construction-only project.

Land Use - Estimed size of structure.

Construction Phase - Estimated 3-month construction duration.

Off-road Equipment - Assume combination of manual construction and use of diesel-powered construction equipment to construct enclosure. Added welder.

Off-road Equipment - Site on beach area, minor grading assumed to prepare site for enclosure placement. No concrete/industrial saws needed for grading.

Trips and VMT - Increased worker trips from default during building construction and added haul trips to account for material deliveries.

Grading -

Vehicle Trips - Construction-only project. No change in operational emissions sources.

Consumer Products - Construction-only project. No change in operational emissions sources.

Landscape Equipment - Construction-only project. No change in operational emissions sources.

Energy Use -

Water And Wastewater - Construction-only project. No change in operational emissions sources.

Solid Waste - Construction-only project. No change in operational emissions sources.

Area Coating - Construction-only project.

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure - San Luis Obispo County, Summer

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	594	0
tblAreaCoating	Area_Nonresidential_Interior	1782	0
tblConstructionPhase	NumDays	100.00	61.00
tblConstructionPhase	PhaseEndDate	5/24/2021	3/30/2021
tblLandUse	LandUseSquareFeet	0.00	1,188.00
tblLandUse	LotAcreage	0.00	0.03
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Building Construction
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	1.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.9328	7.7247	7.0658	0.0120	0.8319	0.4109	1.0666	0.4348	0.3840	0.6507	0.0000	1,126.6973	1,126.6973	0.2908	0.0000	1,133.9662
Maximum	**0.9328**	**7.7247**	**7.0658**	**0.0120**	**0.8319**	**0.4109**	**1.0666**	**0.4348**	**0.3840**	**0.6507**	**0.0000**	**1,126.6973**	**1,126.6973**	**0.2908**	**0.0000**	**1,133.9662**

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					
2021	0.9328	7.7247	7.0658	0.0120	0.8319	0.4109	1.0666	0.4348	0.3840	0.6507	0.0000	1,126.6973	1,126.6973	0.2908	0.0000	1,133.9662
Maximum	**0.9328**	**7.7247**	**7.0658**	**0.0120**	**0.8319**	**0.4109**	**1.0666**	**0.4348**	**0.3840**	**0.6507**	**0.0000**	**1,126.6973**	**1,126.6973**	**0.2908**	**0.0000**	**1,133.9662**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

	ROG	NOx	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	Grading	Grading	1/1/2021	1/4/2021	5	2	
2	Building Construction	Building Construction	1/5/2021	3/30/2021	5	61	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	1	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
Grading	3	8.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	0.00	20.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.4117	4.2151	3.8951	5.7300e-003		0.2342	0.2342		0.2155	0.2155		554.7691	554.7691	0.1794		559.2547
Total	**0.4117**	**4.2151**	**3.8951**	**5.7300e-003**	**0.7528**	**0.2342**	**0.9870**	**0.4138**	**0.2155**	**0.6293**		**554.7691**	**554.7691**	**0.1794**		**559.2547**

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0319	0.0255	0.2579	7.2000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		71.3922	71.3922	2.1400e-003		71.4458
Total	**0.0319**	**0.0255**	**0.2579**	**7.2000e-004**	**0.0791**	**4.9000e-004**	**0.0796**	**0.0210**	**4.5000e-004**	**0.0214**		**71.3922**	**71.3922**	**2.1400e-003**		**71.4458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.4117	4.2151	3.8951	5.7300e-003		0.2342	0.2342		0.2155	0.2155	0.0000	554.7691	554.7691	0.1794		559.2547
Total	**0.4117**	**4.2151**	**3.8951**	**5.7300e-003**	**0.7528**	**0.2342**	**0.9870**	**0.4138**	**0.2155**	**0.6293**	**0.0000**	**554.7691**	**554.7691**	**0.1794**		**559.2547**

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0319	0.0255	0.2579	7.2000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		71.3922	71.3922	2.1400e-003		71.4458
Total	**0.0319**	**0.0255**	**0.2579**	**7.2000e-004**	**0.0791**	**4.9000e-004**	**0.0796**	**0.0210**	**4.5000e-004**	**0.0214**		**71.3922**	**71.3922**	**2.1400e-003**		**71.4458**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8904	7.5981	6.7223	0.0108		0.4099	0.4099		0.3830	0.3830		1,009.7934	1,009.7934	0.2865		1,016.9560
Total	**0.8904**	**7.5981**	**6.7223**	**0.0108**		**0.4099**	**0.4099**		**0.3830**	**0.3830**		**1,009.7934**	**1,009.7934**	**0.2865**		**1,016.9560**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.6200e-003	0.0947	0.0212	2.6000e-004	5.7200e-003	4.0000e-004	6.1200e-003	1.5700e-003	3.8000e-004	1.9500e-003		27.6637	27.6637	1.5700e-003		27.7030
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0398	0.0319	0.3224	9.0000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		89.2402	89.2402	2.6800e-003		89.3072
Total	**0.0425**	**0.1266**	**0.3436**	**1.1600e-003**	**0.1046**	**1.0100e-003**	**0.1056**	**0.0278**	**9.4000e-004**	**0.0287**		**116.9039**	**116.9039**	**4.2500e-003**		**117.0103**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8904	7.5981	6.7223	0.0108		0.4099	0.4099		0.3830	0.3830	0.0000	1,009.7934	1,009.7934	0.2865		1,016.9560
Total	**0.8904**	**7.5981**	**6.7223**	**0.0108**		**0.4099**	**0.4099**		**0.3830**	**0.3830**	**0.0000**	**1,009.7934**	**1,009.7934**	**0.2865**		**1,016.9560**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.6200e-003	0.0947	0.0212	2.6000e-004	5.7200e-003	4.0000e-004	6.1200e-003	1.5700e-003	3.8000e-004	1.9500e-003		27.6637	27.6637	1.5700e-003		27.7030
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0398	0.0319	0.3224	9.0000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		89.2402	89.2402	2.6800e-003		89.3072
Total	**0.0425**	**0.1266**	**0.3436**	**1.1600e-003**	**0.1046**	**1.0100e-003**	**0.1056**	**0.0278**	**9.4000e-004**	**0.0287**		**116.9039**	**116.9039**	**4.2500e-003**		**117.0103**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Unmitigated	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**		**1.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**		**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.03	User Defined Unit	0.03	1,188.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project.

Land Use - Estimed size of structure.

Construction Phase - Estimated 3-month construction duration.

Off-road Equipment - Assume combination of manual construction and use of diesel-powered construction equipment to construct enclosure. Added welder.

Off-road Equipment - Site on beach area, minor grading assumed to prepare site for enclosure placement. No concrete/industrial saws needed for grading.

Trips and VMT - Increased worker trips from default during building construction and added haul trips to account for material deliveries.

Grading -

Vehicle Trips - Construction-only project. No change in operational emissions sources.

Consumer Products - Construction-only project. No change in operational emissions sources.

Landscape Equipment - Construction-only project. No change in operational emissions sources.

Energy Use -

Water And Wastewater - Construction-only project. No change in operational emissions sources.

Solid Waste - Construction-only project. No change in operational emissions sources.

Area Coating - Construction-only project.

Pismo State Beach and Oceano Dunes PWP - Trash Enclosure - San Luis Obispo County, Winter

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	594	0
tblAreaCoating	Area_Nonresidential_Interior	1782	0
tblConstructionPhase	NumDays	100.00	61.00
tblConstructionPhase	PhaseEndDate	5/24/2021	3/30/2021
tblLandUse	LandUseSquareFeet	0.00	1,188.00
tblLandUse	LotAcreage	0.00	0.03
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Building Construction
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	1.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.9386	7.7295	7.0576	0.0119	0.8319	0.4109	1.0666	0.4348	0.3840	0.6507	0.0000	1,122.1034	1,122.1034	0.2907	0.0000	1,129.3712
Maximum	**0.9386**	**7.7295**	**7.0576**	**0.0119**	**0.8319**	**0.4109**	**1.0666**	**0.4348**	**0.3840**	**0.6507**	**0.0000**	**1,122.1034**	**1,122.1034**	**0.2907**	**0.0000**	**1,129.3712**

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					
2021	0.9386	7.7295	7.0576	0.0119	0.8319	0.4109	1.0666	0.4348	0.3840	0.6507	0.0000	1,122.1034	1,122.1034	0.2907	0.0000	1,129.3712
Maximum	**0.9386**	**7.7295**	**7.0576**	**0.0119**	**0.8319**	**0.4109**	**1.0666**	**0.4348**	**0.3840**	**0.6507**	**0.0000**	**1,122.1034**	**1,122.1034**	**0.2907**	**0.0000**	**1,129.3712**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

	ROG	NOx	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	Grading	Grading	1/1/2021	1/4/2021	5	2	
2	Building Construction	Building Construction	1/5/2021	3/30/2021	5	61	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	1	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
Grading	3	8.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	0.00	20.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.4117	4.2151	3.8951	5.7300e-003		0.2342	0.2342		0.2155	0.2155		554.7691	554.7691	0.1794		559.2547
Total	**0.4117**	**4.2151**	**3.8951**	**5.7300e-003**	**0.7528**	**0.2342**	**0.9870**	**0.4138**	**0.2155**	**0.6293**		**554.7691**	**554.7691**	**0.1794**		**559.2547**

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0364	0.0290	0.2502	6.8000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		68.0491	68.0491	2.0700e-003		68.1008
Total	**0.0364**	**0.0290**	**0.2502**	**6.8000e-004**	**0.0791**	**4.9000e-004**	**0.0796**	**0.0210**	**4.5000e-004**	**0.0214**		**68.0491**	**68.0491**	**2.0700e-003**		**68.1008**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.4117	4.2151	3.8951	5.7300e-003		0.2342	0.2342		0.2155	0.2155	0.0000	554.7691	554.7691	0.1794		559.2547
Total	**0.4117**	**4.2151**	**3.8951**	**5.7300e-003**	**0.7528**	**0.2342**	**0.9870**	**0.4138**	**0.2155**	**0.6293**	**0.0000**	**554.7691**	**554.7691**	**0.1794**		**559.2547**

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0364	0.0290	0.2502	6.8000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		68.0491	68.0491	2.0700e-003		68.1008
Total	**0.0364**	**0.0290**	**0.2502**	**6.8000e-004**	**0.0791**	**4.9000e-004**	**0.0796**	**0.0210**	**4.5000e-004**	**0.0214**		**68.0491**	**68.0491**	**2.0700e-003**		**68.1008**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8904	7.5981	6.7223	0.0108		0.4099	0.4099		0.3830	0.3830		1,009.7934	1,009.7934	0.2865		1,016.9560
Total	**0.8904**	**7.5981**	**6.7223**	**0.0108**		**0.4099**	**0.4099**		**0.3830**	**0.3830**		**1,009.7934**	**1,009.7934**	**0.2865**		**1,016.9560**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.7000e-003	0.0953	0.0225	2.5000e-004	5.7200e-003	4.1000e-004	6.1300e-003	1.5700e-003	3.9000e-004	1.9600e-003		27.2486	27.2486	1.6200e-003		27.2892
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0455	0.0362	0.3128	8.5000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		85.0614	85.0614	2.5900e-003		85.1260
Total	**0.0482**	**0.1315**	**0.3353**	**1.1000e-003**	**0.1046**	**1.0200e-003**	**0.1056**	**0.0278**	**9.5000e-004**	**0.0287**		**112.3100**	**112.3100**	**4.2100e-003**		**112.4152**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8904	7.5981	6.7223	0.0108		0.4099	0.4099		0.3830	0.3830	0.0000	1,009.7934	1,009.7934	0.2865		1,016.9560
Total	**0.8904**	**7.5981**	**6.7223**	**0.0108**		**0.4099**	**0.4099**		**0.3830**	**0.3830**	**0.0000**	**1,009.7934**	**1,009.7934**	**0.2865**		**1,016.9560**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.7000e-003	0.0953	0.0225	2.5000e-004	5.7200e-003	4.1000e-004	6.1300e-003	1.5700e-003	3.9000e-004	1.9600e-003		27.2486	27.2486	1.6200e-003		27.2892
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0455	0.0362	0.3128	8.5000e-004	0.0989	6.1000e-004	0.0995	0.0262	5.6000e-004	0.0268		85.0614	85.0614	2.5900e-003		85.1260
Total	**0.0482**	**0.1315**	**0.3353**	**1.1000e-003**	**0.1046**	**1.0200e-003**	**0.1056**	**0.0278**	**9.5000e-004**	**0.0287**		**112.3100**	**112.3100**	**4.2100e-003**		**112.4152**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Unmitigated	0.0254	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**		**1.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		1.0000e-005	1.0000e-005	0.0000		1.0000e-005
Total	**0.0254**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0000e-005**	**1.0000e-005**	**0.0000**		**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - North Beach Campground Facility Improvements

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.29	1000sqft	0.53	290.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only Project.

Land Use - Total site area appx 0.53 acres; 290 sq ft kiosk plus parking and surrounding area improvements.

Demolition -

Trips and VMT - Added building and architectural coating worker trips proportional to number of equipment pieces. Added vendor trips to account for water truck.

Off-road Equipment - Reduced cement and mortar mixer to 1 onsite daily for 0.5 acre site.

Off-road Equipment - Reduced forklifts and tractors/loaders/backhoes to one each on-site daily for 290 sq foot kiosk and ancillary improvements on 0.5 acre site.

Off-road Equipment - Reduced tractors/loaders/backhoes to one on-site daily for 0.5 acre site.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Vehicle Trips - Construction-only Project.

Consumer Products - Construction-only Project.

Area Coating - Construction-only Project.

Landscape Equipment - Construction-only Project.

Energy Use - Construction-only Project.

Water And Wastewater - Construction-only Project.

Solid Waste - Construction-only Project.

Construction Off-road Equipment Mitigation - Water exposed area at least twice daily.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	145	0
tblAreaCoating	Area_Nonresidential_Interior	435	0
tblEnergyUse	LightingElect	3.88	0.00
tblEnergyUse	NT24E	7.84	0.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	T24E	6.11	0.00
tblEnergyUse	T24NG	16.31	0.00
tblLandUse	LotAcreage	0.01	0.53
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSolidWaste	SolidWasteGenerationRate	0.27	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblWater	IndoorWaterUseRate	51,542.79	0.00
tblWater	OutdoorWaterUseRate	31,590.74	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0336	0.2975	0.2851	5.3000e-004	6.9700e-003	0.0145	0.0215	1.9600e-003	0.0134	0.0154	0.0000	46.6256	46.6256	0.0123	0.0000	46.9335
Maximum	**0.0336**	**0.2975**	**0.2851**	**5.3000e-004**	**6.9700e-003**	**0.0145**	**0.0215**	**1.9600e-003**	**0.0134**	**0.0154**	**0.0000**	**46.6256**	**46.6256**	**0.0123**	**0.0000**	**46.9335**

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	0.0336	0.2975	0.2851	5.3000e-004	6.0400e-003	0.0145	0.0205	1.6600e-003	0.0134	0.0151	0.0000	46.6256	46.6256	0.0123	0.0000	46.9334
Maximum	**0.0336**	**0.2975**	**0.2851**	**5.3000e-004**	**6.0400e-003**	**0.0145**	**0.0205**	**1.6600e-003**	**0.0134**	**0.0151**	**0.0000**	**46.6256**	**46.6256**	**0.0123**	**0.0000**	**46.9334**

	ROG	NOx	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**	**13.34**	**0.00**	**4.34**	**15.31**	**0.00**	**1.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	0.1832	0.1832
2	4-1-2022	6-30-2022	0.1506	0.1506
		Highest	0.1832	0.1832

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	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.1300e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.1300e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Pismo State Beach and Oceano Dunes PWP - North Beach Campground Facility Improvements - San Luis Obispo County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	
4	Building Construction	Building Construction	1/20/2022	6/8/2022	5	100	
5	Paving	Paving	6/9/2022	6/15/2022	5	5	
6	Architectural Coating	Architectural Coating	6/16/2022	6/22/2022	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 435; Non-Residential Outdoor: 145; Striped Parking Area: 0 (Architectural Coating – sqft)

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
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	2.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	8.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6000e-004	0.0000	6.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**	**6.6000e-004**	**1.6900e-003**	**2.3500e-003**	**1.0000e-004**	**1.6100e-003**	**1.7100e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.1000e-004	1.9000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2255	0.2255	1.0000e-005	0.0000	0.2258
Vendor	3.0000e-005	9.0000e-004	2.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1899	0.1899	1.0000e-005	0.0000	0.1902
Worker	1.9000e-004	1.6000e-004	1.4300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3751	0.3751	1.0000e-005	0.0000	0.3753
Total	**2.4000e-004**	**1.8700e-003**	**1.8800e-003**	**0.0000**	**5.8000e-004**	**0.0000**	**5.8000e-004**	**1.5000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.7905**	**0.7905**	**3.0000e-005**	**0.0000**	**0.7914**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.0000e-004	0.0000	3.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**	**3.0000e-004**	**1.6900e-003**	**1.9900e-003**	**5.0000e-005**	**1.6100e-003**	**1.6600e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.1000e-004	1.9000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2255	0.2255	1.0000e-005	0.0000	0.2258
Vendor	3.0000e-005	9.0000e-004	2.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1899	0.1899	1.0000e-005	0.0000	0.1902
Worker	1.9000e-004	1.6000e-004	1.4300e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3751	0.3751	1.0000e-005	0.0000	0.3753
Total	**2.4000e-004**	**1.8700e-003**	**1.8800e-003**	**0.0000**	**5.8000e-004**	**0.0000**	**5.8000e-004**	**1.5000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.7905**	**0.7905**	**3.0000e-005**	**0.0000**	**0.7914**

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	9.0000e-005	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0190	0.0190	0.0000	0.0000	0.0190
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**1.0000e-005**	**1.0000e-004**	**1.0000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0377**	**0.0377**	**0.0000**	**0.0000**	**0.0378**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**1.2000e-004**	**1.3000e-004**	**2.5000e-004**	**1.0000e-005**	**1.2000e-004**	**1.3000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	9.0000e-005	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0190	0.0190	0.0000	0.0000	0.0190
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**1.0000e-005**	**1.0000e-004**	**1.0000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0377**	**0.0377**	**0.0000**	**0.0000**	**0.0378**

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					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9000e-004	5.1600e-003	5.7900e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.6000e-004	2.6000e-004	0.0000	0.8364	0.8364	1.3000e-004	0.0000	0.8396
Total	**5.9000e-004**	**5.1600e-003**	**5.7900e-003**	**1.0000e-005**	**7.5000e-004**	**2.7000e-004**	**1.0200e-003**	**4.1000e-004**	**2.6000e-004**	**6.7000e-004**	**0.0000**	**0.8364**	**0.8364**	**1.3000e-004**	**0.0000**	**0.8396**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.8000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0380	0.0380	0.0000	0.0000	0.0380
Worker	3.0000e-005	3.0000e-005	2.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0600	0.0600	0.0000	0.0000	0.0601
Total	**4.0000e-005**	**2.1000e-004**	**2.8000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0980**	**0.0980**	**0.0000**	**0.0000**	**0.0981**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.9000e-004	5.1600e-003	5.7900e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.6000e-004	2.6000e-004	0.0000	0.8364	0.8364	1.3000e-004	0.0000	0.8396
Total	**5.9000e-004**	**5.1600e-003**	**5.7900e-003**	**1.0000e-005**	**3.4000e-004**	**2.7000e-004**	**6.1000e-004**	**1.9000e-004**	**2.6000e-004**	**4.5000e-004**	**0.0000**	**0.8364**	**0.8364**	**1.3000e-004**	**0.0000**	**0.8396**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	1.8000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0380	0.0380	0.0000	0.0000	0.0380
Worker	3.0000e-005	3.0000e-005	2.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0600	0.0600	0.0000	0.0000	0.0601
Total	**4.0000e-005**	**2.1000e-004**	**2.8000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0980**	**0.0980**	**0.0000**	**0.0000**	**0.0981**

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	0.0218	0.2280	0.2025	3.6000e-004		0.0115	0.0115		0.0106	0.0106	0.0000	31.3740	31.3740	0.0102	0.0000	31.6276
Total	**0.0218**	**0.2280**	**0.2025**	**3.6000e-004**		**0.0115**	**0.0115**		**0.0106**	**0.0106**	**0.0000**	**31.3740**	**31.3740**	**0.0102**	**0.0000**	**31.6276**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	9.0400e-003	2.5700e-003	2.0000e-005	4.5000e-004	2.0000e-005	4.8000e-004	1.3000e-004	2.0000e-005	1.5000e-004	0.0000	1.8993	1.8993	1.1000e-004	0.0000	1.9021
Worker	1.5300e-003	1.2800e-003	0.0114	3.0000e-005	3.8500e-003	2.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.0006	3.0006	8.0000e-005	0.0000	3.0027
Total	**1.8100e-003**	**0.0103**	**0.0140**	**5.0000e-005**	**4.3000e-003**	**4.0000e-005**	**4.3500e-003**	**1.1500e-003**	**4.0000e-005**	**1.2000e-003**	**0.0000**	**4.8999**	**4.8999**	**1.9000e-004**	**0.0000**	**4.9048**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0218	0.2280	0.2025	3.6000e-004		0.0115	0.0115		0.0106	0.0106	0.0000	31.3739	31.3739	0.0102	0.0000	31.6276
Total	**0.0218**	**0.2280**	**0.2025**	**3.6000e-004**		**0.0115**	**0.0115**		**0.0106**	**0.0106**	**0.0000**	**31.3739**	**31.3739**	**0.0102**	**0.0000**	**31.6276**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	9.0400e-003	2.5700e-003	2.0000e-005	4.5000e-004	2.0000e-005	4.8000e-004	1.3000e-004	2.0000e-005	1.5000e-004	0.0000	1.8993	1.8993	1.1000e-004	0.0000	1.9021
Worker	1.5300e-003	1.2800e-003	0.0114	3.0000e-005	3.8500e-003	2.0000e-005	3.8700e-003	1.0200e-003	2.0000e-005	1.0500e-003	0.0000	3.0006	3.0006	8.0000e-005	0.0000	3.0027
Total	**1.8100e-003**	**0.0103**	**0.0140**	**5.0000e-005**	**4.3000e-003**	**4.0000e-005**	**4.3500e-003**	**1.1500e-003**	**4.0000e-005**	**1.2000e-003**	**0.0000**	**4.8999**	**4.8999**	**1.9000e-004**	**0.0000**	**4.9048**

3.6 Paving - 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	1.2900e-003	0.0127	0.0159	2.0000e-005		6.6000e-004	6.6000e-004		6.1000e-004	6.1000e-004	0.0000	2.0914	2.0914	6.6000e-004	0.0000	2.1079
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.2900e-003**	**0.0127**	**0.0159**	**2.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.0914**	**2.0914**	**6.6000e-004**	**0.0000**	**2.1079**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	7.1000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1875	0.1875	1.0000e-005	0.0000	0.1877
Total	**1.0000e-004**	**8.0000e-005**	**7.1000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1875**	**0.1875**	**1.0000e-005**	**0.0000**	**0.1877**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.2900e-003	0.0127	0.0159	2.0000e-005		6.6000e-004	6.6000e-004		6.1000e-004	6.1000e-004	0.0000	2.0914	2.0914	6.6000e-004	0.0000	2.1079
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.2900e-003**	**0.0127**	**0.0159**	**2.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.0914**	**2.0914**	**6.6000e-004**	**0.0000**	**2.1079**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	7.1000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1875	0.1875	1.0000e-005	0.0000	0.1877
Total	**1.0000e-004**	**8.0000e-005**	**7.1000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.1875**	**0.1875**	**1.0000e-005**	**0.0000**	**0.1877**

3.7 Architectural Coating - 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					
Archit. Coating	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**3.8700e-003**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0375	0.0375	0.0000	0.0000	0.0375
Total	**2.0000e-005**	**2.0000e-005**	**1.4000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0375**	**0.0375**	**0.0000**	**0.0000**	**0.0375**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	**3.8700e-003**	**3.5200e-003**	**4.5300e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6394**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0375	0.0375	0.0000	0.0000	0.0375
Total	**2.0000e-005**	**2.0000e-005**	**1.4000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0375**	**0.0375**	**0.0000**	**0.0000**	**0.0375**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.1300e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.1300e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - North Beach Campground Facility Improvements

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.29	1000sqft	0.53	290.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only Project.

Land Use - Total site area appx 0.53 acres; 290 sq ft kiosk plus parking and surrounding area improvements.

Demolition -

Trips and VMT - Added building and architectural coating worker trips proportional to number of equipment pieces. Added vendor trips to account for water truck.

Off-road Equipment - Reduced cement and mortar mixer to 1 onsite daily for 0.5 acre site.

Off-road Equipment - Reduced forklifts and tractors/loaders/backhoes to one each on-site daily for 290 sq foot kiosk and ancillary improvements on 0.5 acre site.

Off-road Equipment - Reduced tractors/loaders/backhoes to one on-site daily for 0.5 acre site.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Vehicle Trips - Construction-only Project.

Consumer Products - Construction-only Project.

Area Coating - Construction-only Project.

Landscape Equipment - Construction-only Project.

Energy Use - Construction-only Project.

Water And Wastewater - Construction-only Project.

Solid Waste - Construction-only Project.

Construction Off-road Equipment Mitigation - Water exposed area at least twice daily.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	145	0
tblAreaCoating	Area_Nonresidential_Interior	435	0
tblEnergyUse	LightingElect	3.88	0.00
tblEnergyUse	NT24E	7.84	0.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	T24E	6.11	0.00
tblEnergyUse	T24NG	16.31	0.00
tblLandUse	LotAcreage	0.01	0.53
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSolidWaste	SolidWasteGenerationRate	0.27	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblWater	IndoorWaterUseRate	51,542.79	0.00
tblWater	OutdoorWaterUseRate	31,590.74	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.5562	7.1274	7.8507	0.0137	0.8411	0.3392	1.1120	0.4374	0.3241	0.6987	0.0000	1,326.4102	1,326.4102	0.3084	0.0000	1,331.9001
Maximum	**1.5562**	**7.1274**	**7.8507**	**0.0137**	**0.8411**	**0.3392**	**1.1120**	**0.4374**	**0.3241**	**0.6987**	**0.0000**	**1,326.4102**	**1,326.4102**	**0.3084**	**0.0000**	**1,331.9001**

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	1.5562	7.1274	7.8507	0.0137	0.4271	0.3392	0.6980	0.2099	0.3241	0.4711	0.0000	1,326.4102	1,326.4102	0.3084	0.0000	1,331.9001
Maximum	**1.5562**	**7.1274**	**7.8507**	**0.0137**	**0.4271**	**0.3392**	**0.6980**	**0.2099**	**0.3241**	**0.4711**	**0.0000**	**1,326.4102**	**1,326.4102**	**0.3084**	**0.0000**	**1,331.9001**

	ROG	NOx	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**	**49.22**	**0.00**	**37.23**	**52.03**	**0.00**	**32.57**	**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	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**7.0000e-005**

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	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**7.0000e-005**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	
4	Building Construction	Building Construction	1/20/2022	6/8/2022	5	100	
5	Paving	Paving	6/9/2022	6/15/2022	5	5	
6	Architectural Coating	Architectural Coating	6/16/2022	6/22/2022	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 435; Non-Residential Outdoor: 145; Striped Parking Area: 0 (Architectural Coating – sqft)

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
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	2.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	8.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1325	0.0000	0.1325	0.0201	0.0000	0.0201			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.1325**	**0.3375**	**0.4701**	**0.0201**	**0.3225**	**0.3426**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.5000e-003	0.1584	0.0375	4.6000e-004	0.0105	6.3000e-004	0.0111	2.8700e-003	6.0000e-004	3.4700e-003		50.0295	50.0295	2.9100e-003		50.1023
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0474**	**0.3669**	**0.3814**	**1.7200e-003**	**0.1186**	**1.6900e-003**	**0.1203**	**0.0318**	**1.6000e-003**	**0.0334**		**178.5077**	**178.5077**	**7.6900e-003**		**178.7000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0596	0.0000	0.0596	9.0300e-003	0.0000	9.0300e-003			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.0596**	**0.3375**	**0.3972**	**9.0300e-003**	**0.3225**	**0.3316**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.5000e-003	0.1584	0.0375	4.6000e-004	0.0105	6.3000e-004	0.0111	2.8700e-003	6.0000e-004	3.4700e-003		50.0295	50.0295	2.9100e-003		50.1023
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0474**	**0.3669**	**0.3814**	**1.7200e-003**	**0.1186**	**1.6900e-003**	**0.1203**	**0.0318**	**1.6000e-003**	**0.0334**		**178.5077**	**178.5077**	**7.6900e-003**		**178.7000**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0242**	**0.1941**	**0.1960**	**8.3000e-004**	**0.0587**	**7.7000e-004**	**0.0595**	**0.0158**	**7.2000e-004**	**0.0165**		**85.4536**	**85.4536**	**3.5800e-003**		**85.5430**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.2386**	**0.2573**	**0.4959**	**0.0258**	**0.2367**	**0.2625**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0242**	**0.1941**	**0.1960**	**8.3000e-004**	**0.0587**	**7.7000e-004**	**0.0595**	**0.0158**	**7.2000e-004**	**0.0165**		**85.4536**	**85.4536**	**3.5800e-003**		**85.5430**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604		921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.7528**	**0.2699**	**1.0227**	**0.4138**	**0.2604**	**0.6741**		**921.9733**	**921.9733**	**0.1388**		**925.4441**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0299	0.0230	0.2366	6.9000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		68.8395	68.8395	1.9200e-003		68.8876
Total	**0.0354**	**0.2027**	**0.2848**	**1.0900e-003**	**0.0884**	**9.5000e-004**	**0.0893**	**0.0237**	**8.9000e-004**	**0.0245**		**111.2684**	**111.2684**	**4.3000e-003**		**111.3759**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604	0.0000	921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.3387**	**0.2699**	**0.6087**	**0.1862**	**0.2604**	**0.4466**	**0.0000**	**921.9733**	**921.9733**	**0.1388**		**925.4441**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0299	0.0230	0.2366	6.9000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		68.8395	68.8395	1.9200e-003		68.8876
Total	**0.0354**	**0.2027**	**0.2848**	**1.0900e-003**	**0.0884**	**9.5000e-004**	**0.0893**	**0.0237**	**8.9000e-004**	**0.0245**		**111.2684**	**111.2684**	**4.3000e-003**		**111.3759**

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	0.4364	4.5590	4.0494	7.1400e-003		0.2294	0.2294		0.2110	0.2110		691.6773	691.6773	0.2237		697.2698
Total	**0.4364**	**4.5590**	**4.0494**	**7.1400e-003**		**0.2294**	**0.2294**		**0.2110**	**0.2110**		**691.6773**	**691.6773**	**0.2237**		**697.2698**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0299	0.0230	0.2366	6.9000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		68.8395	68.8395	1.9200e-003		68.8876
Total	**0.0354**	**0.2027**	**0.2848**	**1.0900e-003**	**0.0884**	**9.5000e-004**	**0.0893**	**0.0237**	**8.9000e-004**	**0.0245**		**111.2684**	**111.2684**	**4.3000e-003**		**111.3759**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4364	4.5590	4.0494	7.1400e-003		0.2294	0.2294		0.2110	0.2110	0.0000	691.6772	691.6772	0.2237		697.2698
Total	**0.4364**	**4.5590**	**4.0494**	**7.1400e-003**		**0.2294**	**0.2294**		**0.2110**	**0.2110**	**0.0000**	**691.6772**	**691.6772**	**0.2237**		**697.2698**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0299	0.0230	0.2366	6.9000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		68.8395	68.8395	1.9200e-003		68.8876
Total	**0.0354**	**0.2027**	**0.2848**	**1.0900e-003**	**0.0884**	**9.5000e-004**	**0.0893**	**0.0237**	**8.9000e-004**	**0.0245**		**111.2684**	**111.2684**	**4.3000e-003**		**111.3759**

3.6 Paving - 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	0.5147	5.0890	6.3408	9.6700e-003		0.2639	0.2639		0.2436	0.2436		922.1629	922.1629	0.2899		929.4110
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5147**	**5.0890**	**6.3408**	**9.6700e-003**		**0.2639**	**0.2639**		**0.2436**	**0.2436**		**922.1629**	**922.1629**	**0.2899**		**929.4110**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0374**	**0.0287**	**0.2958**	**8.6000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**86.0494**	**86.0494**	**2.4000e-003**		**86.1095**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5147	5.0890	6.3408	9.6700e-003		0.2639	0.2639		0.2436	0.2436	0.0000	922.1629	922.1629	0.2899		929.4110
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5147**	**5.0890**	**6.3408**	**9.6700e-003**		**0.2639**	**0.2639**		**0.2436**	**0.2436**	**0.0000**	**922.1629**	**922.1629**	**0.2899**		**929.4110**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0374**	**0.0287**	**0.2958**	**8.6000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**86.0494**	**86.0494**	**2.4000e-003**		**86.1095**

3.7 Architectural Coating - 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					
Archit. Coating	1.3442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**1.5487**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.4700e-003	5.7400e-003	0.0592	1.7000e-004	0.0198	1.2000e-004	0.0199	5.2400e-003	1.1000e-004	5.3500e-003		17.2099	17.2099	4.8000e-004		17.2219
Total	**7.4700e-003**	**5.7400e-003**	**0.0592**	**1.7000e-004**	**0.0198**	**1.2000e-004**	**0.0199**	**5.2400e-003**	**1.1000e-004**	**5.3500e-003**		**17.2099**	**17.2099**	**4.8000e-004**		**17.2219**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**1.5487**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.4700e-003	5.7400e-003	0.0592	1.7000e-004	0.0198	1.2000e-004	0.0199	5.2400e-003	1.1000e-004	5.3500e-003		17.2099	17.2099	4.8000e-004		17.2219
Total	**7.4700e-003**	**5.7400e-003**	**0.0592**	**1.7000e-004**	**0.0198**	**1.2000e-004**	**0.0199**	**5.2400e-003**	**1.1000e-004**	**5.3500e-003**		**17.2099**	**17.2099**	**4.8000e-004**		**17.2219**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Unmitigated	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**		**7.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**		**7.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - North Beach Campground Facility Improvements

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.29	1000sqft	0.53	290.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only Project.

Land Use - Total site area appx 0.53 acres; 290 sq ft kiosk plus parking and surrounding area improvements.

Demolition -

Trips and VMT - Added building and architectural coating worker trips proportional to number of equipment pieces. Added vendor trips to account for water truck.

Off-road Equipment - Reduced cement and mortar mixer to 1 onsite daily for 0.5 acre site.

Off-road Equipment - Reduced forklifts and tractors/loaders/backhoes to one each on-site daily for 290 sq foot kiosk and ancillary improvements on 0.5 acre site.

Off-road Equipment - Reduced tractors/loaders/backhoes to one on-site daily for 0.5 acre site.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Vehicle Trips - Construction-only Project.

Consumer Products - Construction-only Project.

Area Coating - Construction-only Project.

Landscape Equipment - Construction-only Project.

Energy Use - Construction-only Project.

Water And Wastewater - Construction-only Project.

Solid Waste - Construction-only Project.

Construction Off-road Equipment Mitigation - Water exposed area at least twice daily.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	145	0
tblAreaCoating	Area_Nonresidential_Interior	435	0
tblEnergyUse	LightingElect	3.88	0.00
tblEnergyUse	NT24E	7.84	0.00
tblEnergyUse	NT24NG	0.06	0.00
tblEnergyUse	T24E	6.11	0.00
tblEnergyUse	T24NG	16.31	0.00
tblLandUse	LotAcreage	0.01	0.53
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSolidWaste	SolidWasteGenerationRate	0.27	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblWater	IndoorWaterUseRate	51,542.79	0.00
tblWater	OutdoorWaterUseRate	31,590.74	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.5573	7.1280	7.8500	0.0137	0.8411	0.3393	1.1120	0.4374	0.3242	0.6987	0.0000	1,320.2938	1,320.2938	0.3085	0.0000	1,325.7880
Maximum	**1.5573**	**7.1280**	**7.8500**	**0.0137**	**0.8411**	**0.3393**	**1.1120**	**0.4374**	**0.3242**	**0.6987**	**0.0000**	**1,320.2938**	**1,320.2938**	**0.3085**	**0.0000**	**1,325.7880**

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	1.5573	7.1280	7.8500	0.0137	0.4271	0.3393	0.6980	0.2099	0.3242	0.4711	0.0000	1,320.2938	1,320.2938	0.3085	0.0000	1,325.7880
Maximum	**1.5573**	**7.1280**	**7.8500**	**0.0137**	**0.4271**	**0.3393**	**0.6980**	**0.2099**	**0.3242**	**0.4711**	**0.0000**	**1,320.2938**	**1,320.2938**	**0.3085**	**0.0000**	**1,325.7880**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.22**	**0.00**	**37.23**	**52.03**	**0.00**	**32.57**	**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	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**7.0000e-005**

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	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**7.0000e-005**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	1/17/2022	5	1	
3	Grading	Grading	1/18/2022	1/19/2022	5	2	
4	Building Construction	Building Construction	1/20/2022	6/8/2022	5	100	
5	Paving	Paving	6/9/2022	6/15/2022	5	5	
6	Architectural Coating	Architectural Coating	6/16/2022	6/22/2022	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 435; Non-Residential Outdoor: 145; Striped Parking Area: 0 (Architectural Coating – sqft)

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
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	2.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	3	8.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1325	0.0000	0.1325	0.0201	0.0000	0.0201			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.1325**	**0.3375**	**0.4701**	**0.0201**	**0.3225**	**0.3426**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6200e-003	0.1592	0.0398	4.6000e-004	0.0105	6.5000e-004	0.0111	2.8700e-003	6.2000e-004	3.4900e-003		49.2633	49.2633	3.0000e-003		49.3384
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0532**	**0.3702**	**0.3807**	**1.6700e-003**	**0.1186**	**1.7300e-003**	**0.1204**	**0.0318**	**1.6400e-003**	**0.0334**		**172.3913**	**172.3913**	**7.8700e-003**		**172.5880**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0596	0.0000	0.0596	9.0300e-003	0.0000	9.0300e-003			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.0596**	**0.3375**	**0.3972**	**9.0300e-003**	**0.3225**	**0.3316**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6200e-003	0.1592	0.0398	4.6000e-004	0.0105	6.5000e-004	0.0111	2.8700e-003	6.2000e-004	3.4900e-003		49.2633	49.2633	3.0000e-003		49.3384
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0532**	**0.3702**	**0.3807**	**1.6700e-003**	**0.1186**	**1.7300e-003**	**0.1204**	**0.0318**	**1.6400e-003**	**0.0334**		**172.3913**	**172.3913**	**7.8700e-003**		**172.5880**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0272**	**0.1948**	**0.1978**	**8.0000e-004**	**0.0587**	**7.9000e-004**	**0.0595**	**0.0158**	**7.4000e-004**	**0.0165**		**82.1174**	**82.1174**	**3.7100e-003**		**82.2100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.2386**	**0.2573**	**0.4959**	**0.0258**	**0.2367**	**0.2625**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0272**	**0.1948**	**0.1978**	**8.0000e-004**	**0.0587**	**7.9000e-004**	**0.0595**	**0.0158**	**7.4000e-004**	**0.0165**		**82.1174**	**82.1174**	**3.7100e-003**		**82.2100**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604		921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.7528**	**0.2699**	**1.0227**	**0.4138**	**0.2604**	**0.6741**		**921.9733**	**921.9733**	**0.1388**		**925.4441**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0342	0.0260	0.2291	6.6000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		65.6169	65.6169	1.8500e-003		65.6632
Total	**0.0401**	**0.2045**	**0.2837**	**1.0500e-003**	**0.0884**	**9.7000e-004**	**0.0893**	**0.0237**	**9.1000e-004**	**0.0246**		**106.7238**	**106.7238**	**4.4000e-003**		**106.8337**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604	0.0000	921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.3387**	**0.2699**	**0.6087**	**0.1862**	**0.2604**	**0.4466**	**0.0000**	**921.9733**	**921.9733**	**0.1388**		**925.4441**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0342	0.0260	0.2291	6.6000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		65.6169	65.6169	1.8500e-003		65.6632
Total	**0.0401**	**0.2045**	**0.2837**	**1.0500e-003**	**0.0884**	**9.7000e-004**	**0.0893**	**0.0237**	**9.1000e-004**	**0.0246**		**106.7238**	**106.7238**	**4.4000e-003**		**106.8337**

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	0.4364	4.5590	4.0494	7.1400e-003		0.2294	0.2294		0.2110	0.2110		691.6773	691.6773	0.2237		697.2698
Total	**0.4364**	**4.5590**	**4.0494**	**7.1400e-003**		**0.2294**	**0.2294**		**0.2110**	**0.2110**		**691.6773**	**691.6773**	**0.2237**		**697.2698**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0342	0.0260	0.2291	6.6000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		65.6169	65.6169	1.8500e-003		65.6632
Total	**0.0401**	**0.2045**	**0.2837**	**1.0500e-003**	**0.0884**	**9.7000e-004**	**0.0893**	**0.0237**	**9.1000e-004**	**0.0246**		**106.7238**	**106.7238**	**4.4000e-003**		**106.8337**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4364	4.5590	4.0494	7.1400e-003		0.2294	0.2294		0.2110	0.2110	0.0000	691.6772	691.6772	0.2237		697.2698
Total	**0.4364**	**4.5590**	**4.0494**	**7.1400e-003**		**0.2294**	**0.2294**		**0.2110**	**0.2110**	**0.0000**	**691.6772**	**691.6772**	**0.2237**		**697.2698**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0342	0.0260	0.2291	6.6000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		65.6169	65.6169	1.8500e-003		65.6632
Total	**0.0401**	**0.2045**	**0.2837**	**1.0500e-003**	**0.0884**	**9.7000e-004**	**0.0893**	**0.0237**	**9.1000e-004**	**0.0246**		**106.7238**	**106.7238**	**4.4000e-003**		**106.8337**

3.6 Paving - 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	0.5147	5.0890	6.3408	9.6700e-003		0.2639	0.2639		0.2436	0.2436		922.1629	922.1629	0.2899		929.4110
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5147**	**5.0890**	**6.3408**	**9.6700e-003**		**0.2639**	**0.2639**		**0.2436**	**0.2436**		**922.1629**	**922.1629**	**0.2899**		**929.4110**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0428**	**0.0326**	**0.2863**	**8.2000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**82.0212**	**82.0212**	**2.3200e-003**		**82.0790**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5147	5.0890	6.3408	9.6700e-003		0.2639	0.2639		0.2436	0.2436	0.0000	922.1629	922.1629	0.2899		929.4110
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5147**	**5.0890**	**6.3408**	**9.6700e-003**		**0.2639**	**0.2639**		**0.2436**	**0.2436**	**0.0000**	**922.1629**	**922.1629**	**0.2899**		**929.4110**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0428**	**0.0326**	**0.2863**	**8.2000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**82.0212**	**82.0212**	**2.3200e-003**		**82.0790**

3.7 Architectural Coating - 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					
Archit. Coating	1.3442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**1.5487**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.5600e-003	6.5100e-003	0.0573	1.6000e-004	0.0198	1.2000e-004	0.0199	5.2400e-003	1.1000e-004	5.3500e-003		16.4042	16.4042	4.6000e-004		16.4158
Total	**8.5600e-003**	**6.5100e-003**	**0.0573**	**1.6000e-004**	**0.0198**	**1.2000e-004**	**0.0199**	**5.2400e-003**	**1.1000e-004**	**5.3500e-003**		**16.4042**	**16.4042**	**4.6000e-004**		**16.4158**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3442					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**1.5487**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.5600e-003	6.5100e-003	0.0573	1.6000e-004	0.0198	1.2000e-004	0.0199	5.2400e-003	1.1000e-004	5.3500e-003		16.4042	16.4042	4.6000e-004		16.4158
Total	**8.5600e-003**	**6.5100e-003**	**0.0573**	**1.6000e-004**	**0.0198**	**1.2000e-004**	**0.0199**	**5.2400e-003**	**1.1000e-004**	**5.3500e-003**		**16.4042**	**16.4042**	**4.6000e-004**		**16.4158**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Unmitigated	6.2100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**		**7.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		6.0000e-005	6.0000e-005	0.0000		7.0000e-005
Total	**6.2100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.0000e-005**	**6.0000e-005**	**0.0000**		**7.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oceano Campground Campfire Center Replacement

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.02	User Defined Unit	0.02	958.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project. No change in operational emissions sources from existing.

Land Use - Estimated area of improvements and square feet of replacement infrastructure.

Construction Phase - Adjusted phase durations proportionally to defaults for estimated 3-months construction duration.

Trips and VMT - Added building construction/arch coating worker trips based on number of equipment pieces, and haul trips for material deliveries.

Demolition -

Grading -

Architectural Coating - No interior architectural coatings.

Vehicle Trips - Construction-only project.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,437.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	3484	0
tblAreaCoating	Area_Nonresidential_Interior	10451	0
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	100.00	50.00
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	5.00	3.00
tblLandUse	LandUseSquareFeet	0.00	958.00
tblLandUse	LotAcreage	0.00	0.02
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblTripsAndVMT	WorkerTripNumber	0.00	3.00

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	0.0254	0.2125	0.2294	3.9000e-004	5.3300e-003	0.0110	0.0164	1.4400e-003	0.0102	0.0117	0.0000	34.1627	34.1627	9.3700e-003	0.0000	34.3970
Maximum	**0.0254**	**0.2125**	**0.2294**	**3.9000e-004**	**5.3300e-003**	**0.0110**	**0.0164**	**1.4400e-003**	**0.0102**	**0.0117**	**0.0000**	**34.1627**	**34.1627**	**9.3700e-003**	**0.0000**	**34.3970**

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	0.0254	0.2125	0.2294	3.9000e-004	4.7800e-003	0.0110	0.0158	1.2800e-003	0.0102	0.0115	0.0000	34.1627	34.1627	9.3700e-003	0.0000	34.3969
Maximum	**0.0254**	**0.2125**	**0.2294**	**3.9000e-004**	**4.7800e-003**	**0.0110**	**0.0158**	**1.2800e-003**	**0.0102**	**0.0115**	**0.0000**	**34.1627**	**34.1627**	**9.3700e-003**	**0.0000**	**34.3969**

	ROG	NOx	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**	**10.32**	**0.00**	**3.36**	**11.11**	**0.00**	**1.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	0.2395	0.2395
		Highest	0.2395	0.2395

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	3.7400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.7400e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.7400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.7400e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-1.6820
Total	**-1.6820**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/7/2022	5	5	
2	Site Preparation	Site Preparation	1/8/2022	1/10/2022	5	1	
3	Grading	Grading	1/11/2022	1/11/2022	5	1	
4	Building Construction	Building Construction	1/12/2022	3/22/2022	5	50	
5	Paving	Paving	3/23/2022	3/25/2022	5	3	
6	Architectural Coating	Architectural Coating	3/26/2022	3/30/2022	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 479; Striped Parking Area: 0 (Architectural Coating – sqft)

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	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	3.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	0.00	10.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.5000e-004	0.0000	3.5000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7700e-003	0.0160	0.0187	3.0000e-005		8.4000e-004	8.4000e-004		8.1000e-004	8.1000e-004	0.0000	2.6034	2.6034	4.8000e-004	0.0000	2.6154
Total	**1.7700e-003**	**0.0160**	**0.0187**	**3.0000e-005**	**3.5000e-004**	**8.4000e-004**	**1.1900e-003**	**5.0000e-005**	**8.1000e-004**	**8.6000e-004**	**0.0000**	**2.6034**	**2.6034**	**4.8000e-004**	**0.0000**	**2.6154**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	4.0000e-004	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1127	0.1127	1.0000e-005	0.0000	0.1129
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	7.1000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1875	0.1875	1.0000e-005	0.0000	0.1877
Total	**1.1000e-004**	**4.8000e-004**	**8.1000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**2.7000e-004**	**7.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.3003**	**0.3003**	**2.0000e-005**	**0.0000**	**0.3006**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.6000e-004	0.0000	1.6000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7700e-003	0.0160	0.0187	3.0000e-005		8.4000e-004	8.4000e-004		8.1000e-004	8.1000e-004	0.0000	2.6034	2.6034	4.8000e-004	0.0000	2.6154
Total	**1.7700e-003**	**0.0160**	**0.0187**	**3.0000e-005**	**1.6000e-004**	**8.4000e-004**	**1.0000e-003**	**2.0000e-005**	**8.1000e-004**	**8.3000e-004**	**0.0000**	**2.6034**	**2.6034**	**4.8000e-004**	**0.0000**	**2.6154**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	4.0000e-004	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1127	0.1127	1.0000e-005	0.0000	0.1129
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	7.1000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1875	0.1875	1.0000e-005	0.0000	0.1877
Total	**1.1000e-004**	**4.8000e-004**	**8.1000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**2.7000e-004**	**7.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.3003**	**0.3003**	**2.0000e-005**	**0.0000**	**0.3006**

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0188**	**0.0188**	**0.0000**	**0.0000**	**0.0188**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**1.2000e-004**	**1.3000e-004**	**2.5000e-004**	**1.0000e-005**	**1.2000e-004**	**1.3000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0188**	**0.0188**	**0.0000**	**0.0000**	**0.0188**

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					3.8000e-004	0.0000	3.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5000e-004	3.2100e-003	3.7300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.6000e-004	1.6000e-004	0.0000	0.5207	0.5207	1.0000e-004	0.0000	0.5231
Total	**3.5000e-004**	**3.2100e-003**	**3.7300e-003**	**1.0000e-005**	**3.8000e-004**	**1.7000e-004**	**5.5000e-004**	**2.1000e-004**	**1.6000e-004**	**3.7000e-004**	**0.0000**	**0.5207**	**0.5207**	**1.0000e-004**	**0.0000**	**0.5231**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0375	0.0375	0.0000	0.0000	0.0375
Total	**2.0000e-005**	**2.0000e-005**	**1.4000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0375**	**0.0375**	**0.0000**	**0.0000**	**0.0375**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7000e-004	0.0000	1.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5000e-004	3.2100e-003	3.7300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.6000e-004	1.6000e-004	0.0000	0.5207	0.5207	1.0000e-004	0.0000	0.5231
Total	**3.5000e-004**	**3.2100e-003**	**3.7300e-003**	**1.0000e-005**	**1.7000e-004**	**1.7000e-004**	**3.4000e-004**	**9.0000e-005**	**1.6000e-004**	**2.5000e-004**	**0.0000**	**0.5207**	**0.5207**	**1.0000e-004**	**0.0000**	**0.5231**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0375	0.0375	0.0000	0.0000	0.0375
Total	**2.0000e-005**	**2.0000e-005**	**1.4000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0375**	**0.0375**	**0.0000**	**0.0000**	**0.0375**

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	0.0172	0.1756	0.1788	2.8000e-004		9.3000e-003	9.3000e-003		8.5500e-003	8.5500e-003	0.0000	25.0369	25.0369	8.1000e-003	0.0000	25.2394
Total	**0.0172**	**0.1756**	**0.1788**	**2.8000e-004**		**9.3000e-003**	**9.3000e-003**		**8.5500e-003**	**8.5500e-003**	**0.0000**	**25.0369**	**25.0369**	**8.1000e-003**	**0.0000**	**25.2394**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.3400e-003	3.2000e-004	0.0000	9.0000e-005	1.0000e-005	9.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3758	0.3758	2.0000e-005	0.0000	0.3763
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4300e-003	1.2000e-003	0.0107	3.0000e-005	3.6100e-003	2.0000e-005	3.6300e-003	9.6000e-004	2.0000e-005	9.8000e-004	0.0000	2.8131	2.8131	8.0000e-005	0.0000	2.8151
Total	**1.4700e-003**	**2.5400e-003**	**0.0110**	**3.0000e-005**	**3.7000e-003**	**3.0000e-005**	**3.7200e-003**	**9.8000e-004**	**3.0000e-005**	**1.0100e-003**	**0.0000**	**3.1889**	**3.1889**	**1.0000e-004**	**0.0000**	**3.1914**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0172	0.1756	0.1788	2.8000e-004		9.3000e-003	9.3000e-003		8.5500e-003	8.5500e-003	0.0000	25.0369	25.0369	8.1000e-003	0.0000	25.2393
Total	**0.0172**	**0.1756**	**0.1788**	**2.8000e-004**		**9.3000e-003**	**9.3000e-003**		**8.5500e-003**	**8.5500e-003**	**0.0000**	**25.0369**	**25.0369**	**8.1000e-003**	**0.0000**	**25.2393**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.3400e-003	3.2000e-004	0.0000	9.0000e-005	1.0000e-005	9.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3758	0.3758	2.0000e-005	0.0000	0.3763
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4300e-003	1.2000e-003	0.0107	3.0000e-005	3.6100e-003	2.0000e-005	3.6300e-003	9.6000e-004	2.0000e-005	9.8000e-004	0.0000	2.8131	2.8131	8.0000e-005	0.0000	2.8151
Total	**1.4700e-003**	**2.5400e-003**	**0.0110**	**3.0000e-005**	**3.7000e-003**	**3.0000e-005**	**3.7200e-003**	**9.8000e-004**	**3.0000e-005**	**1.0100e-003**	**0.0000**	**3.1889**	**3.1889**	**1.0000e-004**	**0.0000**	**3.1914**

3.6 Paving - 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	9.7000e-004	8.8800e-003	0.0106	2.0000e-005		4.4000e-004	4.4000e-004		4.1000e-004	4.1000e-004	0.0000	1.4095	1.4095	4.1000e-004	0.0000	1.4198
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.7000e-004**	**8.8800e-003**	**0.0106**	**2.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.4095**	**1.4095**	**4.1000e-004**	**0.0000**	**1.4198**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	9.0000e-005	7.7000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2025	0.2025	1.0000e-005	0.0000	0.2027
Total	**1.0000e-004**	**9.0000e-005**	**7.7000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2025**	**0.2025**	**1.0000e-005**	**0.0000**	**0.2027**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.7000e-004	8.8800e-003	0.0106	2.0000e-005		4.4000e-004	4.4000e-004		4.1000e-004	4.1000e-004	0.0000	1.4095	1.4095	4.1000e-004	0.0000	1.4198
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.7000e-004**	**8.8800e-003**	**0.0106**	**2.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.4095**	**1.4095**	**4.1000e-004**	**0.0000**	**1.4198**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	9.0000e-005	7.7000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2025	0.2025	1.0000e-005	0.0000	0.2027
Total	**1.0000e-004**	**9.0000e-005**	**7.7000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2025**	**0.2025**	**1.0000e-005**	**0.0000**	**0.2027**

3.7 Architectural Coating - 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					
Archit. Coating	2.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-004	2.1100e-003	2.7200e-003	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3836
Total	**3.0900e-003**	**2.1100e-003**	**2.7200e-003**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3836**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0338	0.0338	0.0000	0.0000	0.0338
Total	**2.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0338**	**0.0338**	**0.0000**	**0.0000**	**0.0338**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-004	2.1100e-003	2.7200e-003	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3836
Total	**3.0900e-003**	**2.1100e-003**	**2.7200e-003**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3836**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0338	0.0338	0.0000	0.0000	0.0338
Total	**2.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0338**	**0.0338**	**0.0000**	**0.0000**	**0.0338**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.7400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	3.7400e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.7400e-003**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	ROG	NOx	CO	SO2	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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.7400e-003**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-1.6820	0.0000	0.0000	-1.6820

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	0.04 / 0	-0.5720	0.0000	0.0000	-0.5720
Trees	0.01 / 0	-1.1100	0.0000	0.0000	-1.1100
Total		**-1.6820**	**0.0000**	**0.0000**	**-1.6820**

Pismo State Beach and Oceano Dunes PWP - Oceano Campground Campfire Center Replacement

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.02	User Defined Unit	0.02	958.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project. No change in operational emissions sources from existing.

Land Use - Estimated area of improvements and square feet of replacement infrastructure.

Construction Phase - Adjusted phase durations proportionally to defaults for estimated 3-months construction duration.

Trips and VMT - Added building construction/arch coating worker trips based on number of equipment pieces, and haul trips for material deliveries.

Demolition -

Grading -

Architectural Coating - No interior architectural coatings.

Vehicle Trips - Construction-only project.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,437.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	3484	0
tblAreaCoating	Area_Nonresidential_Interior	10451	0
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	100.00	50.00
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	5.00	3.00
tblLandUse	LandUseSquareFeet	0.00	958.00
tblLandUse	LotAcreage	0.00	0.02
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblTripsAndVMT	WorkerTripNumber	0.00	3.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0659	7.1216	7.8026	0.0133	0.8516	0.3730	1.1897	0.4400	0.3432	0.7631	0.0000	1,283.9813	1,283.9813	0.3616	0.0000	1,289.4118
Maximum	**2.0659**	**7.1216**	**7.8026**	**0.0133**	**0.8516**	**0.3730**	**1.1897**	**0.4400**	**0.3432**	**0.7631**	**0.0000**	**1,283.9813**	**1,283.9813**	**0.3616**	**0.0000**	**1,289.4118**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0659	7.1216	7.8026	0.0133	0.4376	0.3730	0.7757	0.2124	0.3432	0.5355	0.0000	1,283.9813	1,283.9813	0.3616	0.0000	1,289.4118
Maximum	**2.0659**	**7.1216**	**7.8026**	**0.0133**	**0.4376**	**0.3730**	**0.7757**	**0.2124**	**0.3432**	**0.5355**	**0.0000**	**1,283.9813**	**1,283.9813**	**0.3616**	**0.0000**	**1,289.4118**

	ROG	NOx	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**	**48.62**	**0.00**	**34.80**	**51.72**	**0.00**	**29.82**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/7/2022	5	5	
2	Site Preparation	Site Preparation	1/8/2022	1/10/2022	5	1	
3	Grading	Grading	1/11/2022	1/11/2022	5	1	
4	Building Construction	Building Construction	1/12/2022	3/22/2022	5	50	
5	Paving	Paving	3/23/2022	3/25/2022	5	3	
6	Architectural Coating	Architectural Coating	3/26/2022	3/30/2022	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 479; Striped Parking Area: 0 (Architectural Coating – sqft)

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	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	3.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	0.00	10.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1414	0.0000	0.1414	0.0214	0.0000	0.0214			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.1414**	**0.3375**	**0.4789**	**0.0214**	**0.3225**	**0.3440**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.5000e-003	0.1584	0.0375	4.6000e-004	0.0105	6.3000e-004	0.0111	2.8700e-003	6.0000e-004	3.4700e-003		50.0295	50.0295	2.9100e-003		50.1023
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0419**	**0.1871**	**0.3333**	**1.3200e-003**	**0.1093**	**1.2200e-003**	**0.1106**	**0.0291**	**1.1500e-003**	**0.0302**		**136.0788**	**136.0788**	**5.3100e-003**		**136.2117**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0636	0.0000	0.0636	9.6300e-003	0.0000	9.6300e-003			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.0636**	**0.3375**	**0.4011**	**9.6300e-003**	**0.3225**	**0.3322**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.5000e-003	0.1584	0.0375	4.6000e-004	0.0105	6.3000e-004	0.0111	2.8700e-003	6.0000e-004	3.4700e-003		50.0295	50.0295	2.9100e-003		50.1023
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0419**	**0.1871**	**0.3333**	**1.3200e-003**	**0.1093**	**1.2200e-003**	**0.1106**	**0.0291**	**1.1500e-003**	**0.0302**		**136.0788**	**136.0788**	**5.3100e-003**		**136.2117**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0187**	**0.0144**	**0.1479**	**4.3000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**43.0247**	**43.0247**	**1.2000e-003**		**43.0547**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.2386**	**0.2573**	**0.4959**	**0.0258**	**0.2367**	**0.2625**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0187**	**0.0144**	**0.1479**	**4.3000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**43.0247**	**43.0247**	**1.2000e-003**		**43.0547**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.7528**	**0.3375**	**1.0903**	**0.4138**	**0.3225**	**0.7363**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0374**	**0.0287**	**0.2958**	**8.6000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**86.0494**	**86.0494**	**2.4000e-003**		**86.1095**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.3387**	**0.3375**	**0.6763**	**0.1862**	**0.3225**	**0.5087**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0374**	**0.0287**	**0.2958**	**8.6000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**86.0494**	**86.0494**	**2.4000e-003**		**86.1095**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5000e-003	0.0528	0.0125	1.5000e-004	3.4900e-003	2.1000e-004	3.7000e-003	9.6000e-004	2.0000e-004	1.1600e-003		16.6765	16.6765	9.7000e-004		16.7008
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0430	0.4437	1.3000e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		129.0740	129.0740	3.6100e-003		129.1642
Total	**0.0576**	**0.0958**	**0.4562**	**1.4500e-003**	**0.1518**	**1.1000e-003**	**0.1529**	**0.0403**	**1.0200e-003**	**0.0413**		**145.7505**	**145.7505**	**4.5800e-003**		**145.8650**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5000e-003	0.0528	0.0125	1.5000e-004	3.4900e-003	2.1000e-004	3.7000e-003	9.6000e-004	2.0000e-004	1.1600e-003		16.6765	16.6765	9.7000e-004		16.7008
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0430	0.4437	1.3000e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		129.0740	129.0740	3.6100e-003		129.1642
Total	**0.0576**	**0.0958**	**0.4562**	**1.4500e-003**	**0.1518**	**1.1000e-003**	**0.1529**	**0.0403**	**1.0200e-003**	**0.0413**		**145.7505**	**145.7505**	**4.5800e-003**		**145.8650**

3.6 Paving - 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**		**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0517	0.5324	1.5500e-003	0.1780	1.0700e-003	0.1790	0.0472	9.9000e-004	0.0482		154.8888	154.8888	4.3300e-003		154.9970
Total	**0.0673**	**0.0517**	**0.5324**	**1.5500e-003**	**0.1780**	**1.0700e-003**	**0.1790**	**0.0472**	**9.9000e-004**	**0.0482**		**154.8888**	**154.8888**	**4.3300e-003**		**154.9970**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**	**0.0000**	**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0517	0.5324	1.5500e-003	0.1780	1.0700e-003	0.1790	0.0472	9.9000e-004	0.0482		154.8888	154.8888	4.3300e-003		154.9970
Total	**0.0673**	**0.0517**	**0.5324**	**1.5500e-003**	**0.1780**	**1.0700e-003**	**0.1790**	**0.0472**	**9.9000e-004**	**0.0482**		**154.8888**	**154.8888**	**4.3300e-003**		**154.9970**

3.7 Architectural Coating - 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					
Archit. Coating	1.8501					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.0547**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0112	8.6100e-003	0.0887	2.6000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		25.8148	25.8148	7.2000e-004		25.8328
Total	**0.0112**	**8.6100e-003**	**0.0887**	**2.6000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**25.8148**	**25.8148**	**7.2000e-004**		**25.8328**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.8501					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.0547**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0112	8.6100e-003	0.0887	2.6000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		25.8148	25.8148	7.2000e-004		25.8328
Total	**0.0112**	**8.6100e-003**	**0.0887**	**2.6000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**25.8148**	**25.8148**	**7.2000e-004**		**25.8328**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0205					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0205					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oceano Campground Campfire Center Replacement

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.02	User Defined Unit	0.02	958.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oceano Campground Campfire Center Replacement - San Luis Obispo County, Winter

Project Characteristics - Construction-only project. No change in operational emissions sources from existing.

Land Use - Estimated area of improvements and square feet of replacement infrastructure.

Construction Phase - Adjusted phase durations proportionally to defaults for estimated 3-months construction duration.

Trips and VMT - Added building construction/arch coating worker trips based on number of equipment pieces, and haul trips for material deliveries.

Demolition -

Grading -

Architectural Coating - No interior architectural coatings.

Vehicle Trips - Construction-only project.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,437.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	3484	0
tblAreaCoating	Area_Nonresidential_Interior	10451	0
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	100.00	50.00
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	5.00	3.00
tblLandUse	LandUseSquareFeet	0.00	958.00
tblLandUse	LotAcreage	0.00	0.02
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblTripsAndVMT	WorkerTripNumber	0.00	3.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0675	7.1277	7.7954	0.0133	0.8516	0.3730	1.1897	0.4400	0.3432	0.7631	0.0000	1,279.1869	1,279.1869	0.3615	0.0000	1,284.6175
Maximum	**2.0675**	**7.1277**	**7.7954**	**0.0133**	**0.8516**	**0.3730**	**1.1897**	**0.4400**	**0.3432**	**0.7631**	**0.0000**	**1,279.1869**	**1,279.1869**	**0.3615**	**0.0000**	**1,284.6175**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.0675	7.1277	7.7954	0.0133	0.4376	0.3730	0.7757	0.2124	0.3432	0.5355	0.0000	1,279.1869	1,279.1869	0.3615	0.0000	1,284.6175
Maximum	**2.0675**	**7.1277**	**7.7954**	**0.0133**	**0.4376**	**0.3730**	**0.7757**	**0.2124**	**0.3432**	**0.5355**	**0.0000**	**1,279.1869**	**1,279.1869**	**0.3615**	**0.0000**	**1,284.6175**

	ROG	NOx	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**	**48.62**	**0.00**	**34.80**	**51.72**	**0.00**	**29.82**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/7/2022	5	5	
2	Site Preparation	Site Preparation	1/8/2022	1/10/2022	5	1	
3	Grading	Grading	1/11/2022	1/11/2022	5	1	
4	Building Construction	Building Construction	1/12/2022	3/22/2022	5	50	
5	Paving	Paving	3/23/2022	3/25/2022	5	3	
6	Architectural Coating	Architectural Coating	3/26/2022	3/30/2022	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 479; Striped Parking Area: 0 (Architectural Coating – sqft)

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	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	3.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	0.00	10.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1414	0.0000	0.1414	0.0214	0.0000	0.0214			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.1414**	**0.3375**	**0.4789**	**0.0214**	**0.3225**	**0.3440**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6200e-003	0.1592	0.0398	4.6000e-004	0.0105	6.5000e-004	0.0111	2.8700e-003	6.2000e-004	3.4900e-003		49.2633	49.2633	3.0000e-003		49.3384
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0474**	**0.1917**	**0.3261**	**1.2800e-003**	**0.1093**	**1.2400e-003**	**0.1106**	**0.0291**	**1.1700e-003**	**0.0303**		**131.2845**	**131.2845**	**5.3200e-003**		**131.4174**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0636	0.0000	0.0636	9.6300e-003	0.0000	9.6300e-003			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.0636**	**0.3375**	**0.4011**	**9.6300e-003**	**0.3225**	**0.3322**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6200e-003	0.1592	0.0398	4.6000e-004	0.0105	6.5000e-004	0.0111	2.8700e-003	6.2000e-004	3.4900e-003		49.2633	49.2633	3.0000e-003		49.3384
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0474**	**0.1917**	**0.3261**	**1.2800e-003**	**0.1093**	**1.2400e-003**	**0.1106**	**0.0291**	**1.1700e-003**	**0.0303**		**131.2845**	**131.2845**	**5.3200e-003**		**131.4174**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0214**	**0.0163**	**0.1432**	**4.1000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**41.0106**	**41.0106**	**1.1600e-003**		**41.0395**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.2386**	**0.2573**	**0.4959**	**0.0258**	**0.2367**	**0.2625**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0214**	**0.0163**	**0.1432**	**4.1000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**41.0106**	**41.0106**	**1.1600e-003**		**41.0395**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.7528**	**0.3375**	**1.0903**	**0.4138**	**0.3225**	**0.7363**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0428**	**0.0326**	**0.2863**	**8.2000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**82.0212**	**82.0212**	**2.3200e-003**		**82.0790**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**0.3387**	**0.3375**	**0.6763**	**0.1862**	**0.3225**	**0.5087**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0428**	**0.0326**	**0.2863**	**8.2000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**82.0212**	**82.0212**	**2.3200e-003**		**82.0790**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5400e-003	0.0531	0.0133	1.5000e-004	3.4900e-003	2.2000e-004	3.7100e-003	9.6000e-004	2.1000e-004	1.1600e-003		16.4211	16.4211	1.0000e-003		16.4461
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0488	0.4295	1.2300e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		123.0317	123.0317	3.4700e-003		123.1185
Total	**0.0657**	**0.1019**	**0.4427**	**1.3800e-003**	**0.1518**	**1.1100e-003**	**0.1529**	**0.0403**	**1.0300e-003**	**0.0413**		**139.4528**	**139.4528**	**4.4700e-003**		**139.5647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5400e-003	0.0531	0.0133	1.5000e-004	3.4900e-003	2.2000e-004	3.7100e-003	9.6000e-004	2.1000e-004	1.1600e-003		16.4211	16.4211	1.0000e-003		16.4461
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0488	0.4295	1.2300e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		123.0317	123.0317	3.4700e-003		123.1185
Total	**0.0657**	**0.1019**	**0.4427**	**1.3800e-003**	**0.1518**	**1.1100e-003**	**0.1529**	**0.0403**	**1.0300e-003**	**0.0413**		**139.4528**	**139.4528**	**4.4700e-003**		**139.5647**

3.6 Paving - 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	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**		**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0770	0.0586	0.5154	1.4800e-003	0.1780	1.0700e-003	0.1790	0.0472	9.9000e-004	0.0482		147.6381	147.6381	4.1700e-003		147.7422
Total	**0.0770**	**0.0586**	**0.5154**	**1.4800e-003**	**0.1780**	**1.0700e-003**	**0.1790**	**0.0472**	**9.9000e-004**	**0.0482**		**147.6381**	**147.6381**	**4.1700e-003**		**147.7422**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**	**0.0000**	**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0770	0.0586	0.5154	1.4800e-003	0.1780	1.0700e-003	0.1790	0.0472	9.9000e-004	0.0482		147.6381	147.6381	4.1700e-003		147.7422
Total	**0.0770**	**0.0586**	**0.5154**	**1.4800e-003**	**0.1780**	**1.0700e-003**	**0.1790**	**0.0472**	**9.9000e-004**	**0.0482**		**147.6381**	**147.6381**	**4.1700e-003**		**147.7422**

3.7 Architectural Coating - 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					
Archit. Coating	1.8501					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.0547**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0128	9.7700e-003	0.0859	2.5000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		24.6063	24.6063	6.9000e-004		24.6237
Total	**0.0128**	**9.7700e-003**	**0.0859**	**2.5000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**24.6063**	**24.6063**	**6.9000e-004**		**24.6237**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.8501					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.0547**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0128	9.7700e-003	0.0859	2.5000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		24.6063	24.6063	6.9000e-004		24.6237
Total	**0.0128**	**9.7700e-003**	**0.0859**	**2.5000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**24.6063**	**24.6063**	**6.9000e-004**		**24.6237**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0205	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0205					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0205					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0205**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Safety and Education Center Replacement

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.35	User Defined Unit	0.02	350.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project.

Land Use - Assume kiosk similar to entrance kiosks and additional area for signage, etc.

Construction Phase - Adjusted phase durations proportionally to reflect 3 month construction duration.

Off-road Equipment - Demolition is minimal and more of freestanding signation and related structures. Reduced equipment accordingly.

Off-road Equipment -

Off-road Equipment - Building construction is more of freestanding enclosure and signage support. Reduced tractor/loader/backhoe to 1 for 8 hours per day and added welder.

Off-road Equipment -

Demolition -

Trips and VMT - Increased building construction worker trips to 1.5 workers per piece of equipment, adjusted architectul coating to 20% of building construction. Added haul trip during site preparation and vendor trips to account for material deliveries.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	175	0
tblAreaCoating	Area_Nonresidential_Interior	525	0
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	54.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	6/22/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	6/8/2022	3/28/2022
tblConstructionPhase	PhaseEndDate	1/14/2022	1/7/2022
tblConstructionPhase	PhaseEndDate	1/17/2022	1/10/2022
tblConstructionPhase	PhaseStartDate	6/16/2022	3/29/2022
tblConstructionPhase	PhaseStartDate	1/20/2022	1/12/2022
tblConstructionPhase	PhaseStartDate	1/15/2022	1/8/2022
tblLandUse	LandUseSquareFeet	0.00	350.00
tblLandUse	LotAcreage	0.00	0.02
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	PhaseName		Building Construction
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblTripsAndVMT	WorkerTripNumber	0.00	3.00

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	0.0295	0.2095	0.2116	3.8000e-004	4.9000e-003	0.0103	0.0152	1.2500e-003	9.6600e-003	0.0109	0.0000	32.1366	32.1366	7.6100e-003	0.0000	32.3268
Maximum	**0.0295**	**0.2095**	**0.2116**	**3.8000e-004**	**4.9000e-003**	**0.0103**	**0.0152**	**1.2500e-003**	**9.6600e-003**	**0.0109**	**0.0000**	**32.1366**	**32.1366**	**7.6100e-003**	**0.0000**	**32.3268**

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	0.0295	0.2095	0.2116	3.8000e-004	4.9000e-003	0.0103	0.0152	1.2500e-003	9.6600e-003	0.0109	0.0000	32.1365	32.1365	7.6100e-003	0.0000	32.3268
Maximum	**0.0295**	**0.2095**	**0.2116**	**3.8000e-004**	**4.9000e-003**	**0.0103**	**0.0152**	**1.2500e-003**	**9.6600e-003**	**0.0109**	**0.0000**	**32.1365**	**32.1365**	**7.6100e-003**	**0.0000**	**32.3268**

	ROG	NOx	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	1-1-2022	3-31-2022	0.2434	0.2434
		Highest	0.2434	0.2434

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	1.3700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3700e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/7/2022	5	5	
2	Site Preparation	Site Preparation	1/8/2022	1/10/2022	5	1	
3	Building Construction	Building Construction	1/12/2022	3/28/2022	5	54	
4	Architectural Coating	Architectural Coating	3/29/2022	3/31/2022	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 525; Non-Residential Outdoor: 175; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Welders	1	8.00	46	0.45
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	3	8.00	0.00	2.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	4.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	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					1.8000e-004	0.0000	1.8000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4600e-003	0.0129	0.0145	2.0000e-005		6.7000e-004	6.7000e-004		6.5000e-004	6.5000e-004	0.0000	2.0910	2.0910	3.1000e-004	0.0000	2.0989
Total	**1.4600e-003**	**0.0129**	**0.0145**	**2.0000e-005**	**1.8000e-004**	**6.7000e-004**	**8.5000e-004**	**3.0000e-005**	**6.5000e-004**	**6.8000e-004**	**0.0000**	**2.0910**	**2.0910**	**3.1000e-004**	**0.0000**	**2.0989**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	2.7000e-004	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0753
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1500	0.1500	0.0000	0.0000	0.1501
Total	**9.0000e-005**	**3.3000e-004**	**6.3000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2252**	**0.2252**	**0.0000**	**0.0000**	**0.2254**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.8000e-004	0.0000	1.8000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4600e-003	0.0129	0.0145	2.0000e-005		6.7000e-004	6.7000e-004		6.5000e-004	6.5000e-004	0.0000	2.0910	2.0910	3.1000e-004	0.0000	2.0989
Total	**1.4600e-003**	**0.0129**	**0.0145**	**2.0000e-005**	**1.8000e-004**	**6.7000e-004**	**8.5000e-004**	**3.0000e-005**	**6.5000e-004**	**6.8000e-004**	**0.0000**	**2.0910**	**2.0910**	**3.1000e-004**	**0.0000**	**2.0989**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	2.7000e-004	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0753
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1500	0.1500	0.0000	0.0000	0.1501
Total	**9.0000e-005**	**3.3000e-004**	**6.3000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2252**	**0.2252**	**0.0000**	**0.0000**	**0.2254**

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	5.4000e-004	1.3000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1503	0.1503	1.0000e-005	0.0000	0.1505
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**3.0000e-005**	**5.5000e-004**	**2.0000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.1691**	**0.1691**	**1.0000e-005**	**0.0000**	**0.1693**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	3.4700e-003	1.9800e-003	0.0000		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4310
Total	**2.9000e-004**	**3.4700e-003**	**1.9800e-003**	**0.0000**	**2.7000e-004**	**1.3000e-004**	**4.0000e-004**	**3.0000e-005**	**1.2000e-004**	**1.5000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4310**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	5.4000e-004	1.3000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1503	0.1503	1.0000e-005	0.0000	0.1505
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0188	0.0188	0.0000	0.0000	0.0188
Total	**3.0000e-005**	**5.5000e-004**	**2.0000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.1691**	**0.1691**	**1.0000e-005**	**0.0000**	**0.1693**

3.4 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	0.0216	0.1840	0.1785	2.9000e-004		9.3300e-003	9.3300e-003		8.7300e-003	8.7300e-003	0.0000	24.7433	24.7433	6.9700e-003	0.0000	24.9175
Total	**0.0216**	**0.1840**	**0.1785**	**2.9000e-004**		**9.3300e-003**	**9.3300e-003**		**8.7300e-003**	**8.7300e-003**	**0.0000**	**24.7433**	**24.7433**	**6.9700e-003**	**0.0000**	**24.9175**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.8800e-003	1.3900e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0256	1.0256	6.0000e-005	0.0000	1.0271
Worker	1.5500e-003	1.2900e-003	0.0116	3.0000e-005	3.9000e-003	2.0000e-005	3.9200e-003	1.0400e-003	2.0000e-005	1.0600e-003	0.0000	3.0381	3.0381	9.0000e-005	0.0000	3.0403
Total	**1.7000e-003**	**6.1700e-003**	**0.0130**	**4.0000e-005**	**4.1500e-003**	**3.0000e-005**	**4.1800e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**4.0638**	**4.0638**	**1.5000e-004**	**0.0000**	**4.0674**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0216	0.1840	0.1785	2.9000e-004		9.3300e-003	9.3300e-003		8.7300e-003	8.7300e-003	0.0000	24.7433	24.7433	6.9700e-003	0.0000	24.9174
Total	**0.0216**	**0.1840**	**0.1785**	**2.9000e-004**		**9.3300e-003**	**9.3300e-003**		**8.7300e-003**	**8.7300e-003**	**0.0000**	**24.7433**	**24.7433**	**6.9700e-003**	**0.0000**	**24.9174**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.8800e-003	1.3900e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.0256	1.0256	6.0000e-005	0.0000	1.0271
Worker	1.5500e-003	1.2900e-003	0.0116	3.0000e-005	3.9000e-003	2.0000e-005	3.9200e-003	1.0400e-003	2.0000e-005	1.0600e-003	0.0000	3.0381	3.0381	9.0000e-005	0.0000	3.0403
Total	**1.7000e-003**	**6.1700e-003**	**0.0130**	**4.0000e-005**	**4.1500e-003**	**3.0000e-005**	**4.1800e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**4.0638**	**4.0638**	**1.5000e-004**	**0.0000**	**4.0674**

3.5 Architectural Coating - 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					
Archit. Coating	4.0600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-004	2.1100e-003	2.7200e-003	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3836
Total	**4.3700e-003**	**2.1100e-003**	**2.7200e-003**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3836**

3.5 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0338	0.0338	0.0000	0.0000	0.0338
Total	**2.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0338**	**0.0338**	**0.0000**	**0.0000**	**0.0338**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.0600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-004	2.1100e-003	2.7200e-003	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3836
Total	**4.3700e-003**	**2.1100e-003**	**2.7200e-003**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3836**

3.5 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0338	0.0338	0.0000	0.0000	0.0338
Total	**2.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0338**	**0.0338**	**0.0000**	**0.0000**	**0.0338**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	1.3700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3700e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3700e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Safety and Education Center Replacement

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.35	User Defined Unit	0.02	350.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Safety and Education Center Replacement - San Luis Obispo County, Summer

Project Characteristics - Construction-only project.

Land Use - Assume kiosk similar to entrance kiosks and additional area for signage, etc.

Construction Phase - Adjusted phase durations proportionally to reflect 3 month construction duration.

Off-road Equipment - Demolition is minimal and more of freestanding signation and related structures. Reduced equipment accordingly.

Off-road Equipment -

Off-road Equipment - Building construction is more of freestanding enclosure and signage support. Reduced tractor/loader/backhoe to 1 for 8 hours per day and added welder.

Off-road Equipment -

Demolition -

Trips and VMT - Increased building construction worker trips to 1.5 workers per piece of equipment, adjusted architectul coating to 20% of building construction. Added haul trip during site preparation and vendor trips to account for material deliveries.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	175	0
tblAreaCoating	Area_Nonresidential_Interior	525	0
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	54.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	6/22/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	6/8/2022	3/28/2022
tblConstructionPhase	PhaseEndDate	1/14/2022	1/7/2022
tblConstructionPhase	PhaseEndDate	1/17/2022	1/10/2022
tblConstructionPhase	PhaseStartDate	6/16/2022	3/29/2022
tblConstructionPhase	PhaseStartDate	1/20/2022	1/12/2022
tblConstructionPhase	PhaseStartDate	1/15/2022	1/8/2022
tblLandUse	LandUseSquareFeet	0.00	350.00
tblLandUse	LotAcreage	0.00	0.02
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	PhaseName		Building Construction
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblTripsAndVMT	WorkerTripNumber	0.00	3.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.9195	8.0035	7.1024	0.0132	0.6495	0.3471	0.9114	0.0895	0.3244	0.3664	0.0000	1,319.0723	1,319.0723	0.3255	0.0000	1,327.2086
Maximum	**2.9195**	**8.0035**	**7.1024**	**0.0132**	**0.6495**	**0.3471**	**0.9114**	**0.0895**	**0.3244**	**0.3664**	**0.0000**	**1,319.0723**	**1,319.0723**	**0.3255**	**0.0000**	**1,327.2086**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.9195	8.0035	7.1024	0.0132	0.6495	0.3471	0.9114	0.0895	0.3244	0.3664	0.0000	1,319.0723	1,319.0723	0.3255	0.0000	1,327.2086
Maximum	**2.9195**	**8.0035**	**7.1024**	**0.0132**	**0.6495**	**0.3471**	**0.9114**	**0.0895**	**0.3244**	**0.3664**	**0.0000**	**1,319.0723**	**1,319.0723**	**0.3255**	**0.0000**	**1,327.2086**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/7/2022	5	5	
2	Site Preparation	Site Preparation	1/8/2022	1/10/2022	5	1	
3	Building Construction	Building Construction	1/12/2022	3/28/2022	5	54	
4	Architectural Coating	Architectural Coating	3/29/2022	3/31/2022	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 525; Non-Residential Outdoor: 175; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Welders	1	8.00	46	0.45
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	3	8.00	0.00	2.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	4.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	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	lb/day										lb/day					
Fugitive Dust					0.0711	0.0000	0.0711	0.0108	0.0000	0.0108			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604		921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.0711**	**0.2699**	**0.3411**	**0.0108**	**0.2604**	**0.2711**		**921.9733**	**921.9733**	**0.1388**		**925.4441**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.0000e-003	0.1056	0.0250	3.1000e-004	6.9900e-003	4.2000e-004	7.4100e-003	1.9100e-003	4.0000e-004	2.3200e-003		33.3530	33.3530	1.9400e-003		33.4015
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0299	0.0230	0.2366	6.9000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		68.8395	68.8395	1.9200e-003		68.8876
Total	**0.0329**	**0.1286**	**0.2616**	**1.0000e-003**	**0.0861**	**9.0000e-004**	**0.0870**	**0.0229**	**8.4000e-004**	**0.0237**		**102.1925**	**102.1925**	**3.8600e-003**		**102.2891**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0711	0.0000	0.0711	0.0108	0.0000	0.0108			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604	0.0000	921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.0711**	**0.2699**	**0.3411**	**0.0108**	**0.2604**	**0.2711**	**0.0000**	**921.9733**	**921.9733**	**0.1388**		**925.4441**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.0000e-003	0.1056	0.0250	3.1000e-004	6.9900e-003	4.2000e-004	7.4100e-003	1.9100e-003	4.0000e-004	2.3200e-003		33.3530	33.3530	1.9400e-003		33.4015
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0299	0.0230	0.2366	6.9000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		68.8395	68.8395	1.9200e-003		68.8876
Total	**0.0329**	**0.1286**	**0.2616**	**1.0000e-003**	**0.0861**	**9.0000e-004**	**0.0870**	**0.0229**	**8.4000e-004**	**0.0237**		**102.1925**	**102.1925**	**3.8600e-003**		**102.2891**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0300	1.0559	0.2499	3.0800e-003	0.0699	4.2000e-003	0.0741	0.0191	4.0200e-003	0.0232		333.5297	333.5297	0.0194		334.0152
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0487**	**1.0703**	**0.3978**	**3.5100e-003**	**0.1193**	**4.5000e-003**	**0.1238**	**0.0323**	**4.2900e-003**	**0.0365**		**376.5544**	**376.5544**	**0.0206**		**377.0699**

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0300	1.0559	0.2499	3.0800e-003	0.0699	4.2000e-003	0.0741	0.0191	4.0200e-003	0.0232		333.5297	333.5297	0.0194		334.0152
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0487**	**1.0703**	**0.3978**	**3.5100e-003**	**0.1193**	**4.5000e-003**	**0.1238**	**0.0323**	**4.2900e-003**	**0.0365**		**376.5544**	**376.5544**	**0.0206**		**377.0699**

3.4 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	0.7983	6.8130	6.6106	0.0108		0.3457	0.3457		0.3232	0.3232		1,010.1781	1,010.1781	0.2844		1,017.2890
Total	**0.7983**	**6.8130**	**6.6106**	**0.0108**		**0.3457**	**0.3457**		**0.3232**	**0.3232**		**1,010.1781**	**1,010.1781**	**0.2844**		**1,017.2890**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0561	0.0430	0.4437	1.3000e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		129.0740	129.0740	3.6100e-003		129.1642
Total	**0.0615**	**0.2228**	**0.4918**	**1.7000e-003**	**0.1576**	**1.3600e-003**	**0.1589**	**0.0420**	**1.2700e-003**	**0.0433**		**171.5029**	**171.5029**	**5.9900e-003**		**171.6525**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7983	6.8130	6.6106	0.0108		0.3457	0.3457		0.3232	0.3232	0.0000	1,010.1781	1,010.1781	0.2844		1,017.2890
Total	**0.7983**	**6.8130**	**6.6106**	**0.0108**		**0.3457**	**0.3457**		**0.3232**	**0.3232**	**0.0000**	**1,010.1781**	**1,010.1781**	**0.2844**		**1,017.2890**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.4800e-003	0.1798	0.0481	4.0000e-004	9.2900e-003	4.7000e-004	9.7500e-003	2.6800e-003	4.5000e-004	3.1200e-003		42.4289	42.4289	2.3800e-003		42.4883
Worker	0.0561	0.0430	0.4437	1.3000e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		129.0740	129.0740	3.6100e-003		129.1642
Total	**0.0615**	**0.2228**	**0.4918**	**1.7000e-003**	**0.1576**	**1.3600e-003**	**0.1589**	**0.0420**	**1.2700e-003**	**0.0433**		**171.5029**	**171.5029**	**5.9900e-003**		**171.6525**

3.5 Architectural Coating - 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					
Archit. Coating	2.7038					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.9083**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0112	8.6100e-003	0.0887	2.6000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		25.8148	25.8148	7.2000e-004		25.8328
Total	**0.0112**	**8.6100e-003**	**0.0887**	**2.6000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**25.8148**	**25.8148**	**7.2000e-004**		**25.8328**

3.5 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7038					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.9083**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0112	8.6100e-003	0.0887	2.6000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		25.8148	25.8148	7.2000e-004		25.8328
Total	**0.0112**	**8.6100e-003**	**0.0887**	**2.6000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**25.8148**	**25.8148**	**7.2000e-004**		**25.8328**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Unmitigated	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**8.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Safety and Education Center Replacement

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.35	User Defined Unit	0.02	350.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Safety and Education Center Replacement - San Luis Obispo County, Winter

Project Characteristics - Construction-only project.

Land Use - Assume kiosk similar to entrance kiosks and additional area for signage, etc.

Construction Phase - Adjusted phase durations proportionally to reflect 3 month construction duration.

Off-road Equipment - Demolition is minimal and more of freestanding signation and related structures. Reduced equipment accordingly.

Off-road Equipment -

Off-road Equipment - Building construction is more of freestanding enclosure and signage support. Reduced tractor/loader/backhoe to 1 for 8 hours per day and added welder.

Off-road Equipment -

Demolition -

Trips and VMT - Increased building construction worker trips to 1.5 workers per piece of equipment, adjusted architectul coating to 20% of building construction. Added haul trip during site preparation and vendor trips to account for material deliveries.

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	175	0
tblAreaCoating	Area_Nonresidential_Interior	525	0
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	54.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	6/22/2022	3/31/2022
tblConstructionPhase	PhaseEndDate	6/8/2022	3/28/2022
tblConstructionPhase	PhaseEndDate	1/14/2022	1/7/2022
tblConstructionPhase	PhaseEndDate	1/17/2022	1/10/2022
tblConstructionPhase	PhaseStartDate	6/16/2022	3/29/2022
tblConstructionPhase	PhaseStartDate	1/20/2022	1/12/2022
tblConstructionPhase	PhaseStartDate	1/15/2022	1/8/2022
tblLandUse	LandUseSquareFeet	0.00	350.00
tblLandUse	LotAcreage	0.00	0.02
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	PhaseName		Building Construction
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblTripsAndVMT	WorkerTripNumber	0.00	3.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.9211	8.0107	7.0946	0.0132	0.6495	0.3471	0.9115	0.0895	0.3245	0.3665	0.0000	1,311.9504	1,311.9504	0.3260	0.0000	1,320.1009
Maximum	**2.9211**	**8.0107**	**7.0946**	**0.0132**	**0.6495**	**0.3471**	**0.9115**	**0.0895**	**0.3245**	**0.3665**	**0.0000**	**1,311.9504**	**1,311.9504**	**0.3260**	**0.0000**	**1,320.1009**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.9211	8.0107	7.0946	0.0132	0.6495	0.3471	0.9115	0.0895	0.3245	0.3665	0.0000	1,311.9504	1,311.9504	0.3260	0.0000	1,320.1009
Maximum	**2.9211**	**8.0107**	**7.0946**	**0.0132**	**0.6495**	**0.3471**	**0.9115**	**0.0895**	**0.3245**	**0.3665**	**0.0000**	**1,311.9504**	**1,311.9504**	**0.3260**	**0.0000**	**1,320.1009**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/7/2022	5	5	
2	Site Preparation	Site Preparation	1/8/2022	1/10/2022	5	1	
3	Building Construction	Building Construction	1/12/2022	3/28/2022	5	54	
4	Architectural Coating	Architectural Coating	3/29/2022	3/31/2022	5	3	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 525; Non-Residential Outdoor: 175; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Welders	1	8.00	46	0.45
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	3	8.00	0.00	2.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	4.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	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	lb/day										lb/day					
Fugitive Dust					0.0711	0.0000	0.0711	0.0108	0.0000	0.0108			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604		921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.0711**	**0.2699**	**0.3411**	**0.0108**	**0.2604**	**0.2711**		**921.9733**	**921.9733**	**0.1388**		**925.4441**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.0800e-003	0.1061	0.0265	3.0000e-004	6.9900e-003	4.3000e-004	7.4200e-003	1.9100e-003	4.1000e-004	2.3300e-003		32.8422	32.8422	2.0000e-003		32.8923
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0342	0.0260	0.2291	6.6000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		65.6169	65.6169	1.8500e-003		65.6632
Total	**0.0373**	**0.1322**	**0.2556**	**9.6000e-004**	**0.0861**	**9.1000e-004**	**0.0870**	**0.0229**	**8.5000e-004**	**0.0237**		**98.4591**	**98.4591**	**3.8500e-003**		**98.5555**

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0711	0.0000	0.0711	0.0108	0.0000	0.0108			0.0000			0.0000
Off-Road	0.5859	5.1571	5.7909	9.6600e-003		0.2699	0.2699		0.2604	0.2604	0.0000	921.9733	921.9733	0.1388		925.4441
Total	**0.5859**	**5.1571**	**5.7909**	**9.6600e-003**	**0.0711**	**0.2699**	**0.3411**	**0.0108**	**0.2604**	**0.2711**	**0.0000**	**921.9733**	**921.9733**	**0.1388**		**925.4441**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.0800e-003	0.1061	0.0265	3.0000e-004	6.9900e-003	4.3000e-004	7.4200e-003	1.9100e-003	4.1000e-004	2.3300e-003		32.8422	32.8422	2.0000e-003		32.8923
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0342	0.0260	0.2291	6.6000e-004	0.0791	4.8000e-004	0.0796	0.0210	4.4000e-004	0.0214		65.6169	65.6169	1.8500e-003		65.6632
Total	**0.0373**	**0.1322**	**0.2556**	**9.6000e-004**	**0.0861**	**9.1000e-004**	**0.0870**	**0.0229**	**8.5000e-004**	**0.0237**		**98.4591**	**98.4591**	**3.8500e-003**		**98.5555**

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0308	1.0611	0.2652	3.0400e-003	0.0699	4.3100e-003	0.0742	0.0191	4.1200e-003	0.0233		328.4220	328.4220	0.0200		328.9227
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0522**	**1.0774**	**0.4084**	**3.4500e-003**	**0.1193**	**4.6100e-003**	**0.1239**	**0.0323**	**4.3900e-003**	**0.0366**		**369.4325**	**369.4325**	**0.0212**		**369.9623**

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.5303**	**0.2573**	**0.7876**	**0.0573**	**0.2367**	**0.2940**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0308	1.0611	0.2652	3.0400e-003	0.0699	4.3100e-003	0.0742	0.0191	4.1200e-003	0.0233		328.4220	328.4220	0.0200		328.9227
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0522**	**1.0774**	**0.4084**	**3.4500e-003**	**0.1193**	**4.6100e-003**	**0.1239**	**0.0323**	**4.3900e-003**	**0.0366**		**369.4325**	**369.4325**	**0.0212**		**369.9623**

3.4 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	0.7983	6.8130	6.6106	0.0108		0.3457	0.3457		0.3232	0.3232		1,010.1781	1,010.1781	0.2844		1,017.2890
Total	**0.7983**	**6.8130**	**6.6106**	**0.0108**		**0.3457**	**0.3457**		**0.3232**	**0.3232**		**1,010.1781**	**1,010.1781**	**0.2844**		**1,017.2890**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0642	0.0488	0.4295	1.2300e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		123.0317	123.0317	3.4700e-003		123.1185
Total	**0.0700**	**0.2273**	**0.4841**	**1.6200e-003**	**0.1576**	**1.3800e-003**	**0.1590**	**0.0420**	**1.2900e-003**	**0.0433**		**164.1386**	**164.1386**	**6.0200e-003**		**164.2891**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7983	6.8130	6.6106	0.0108		0.3457	0.3457		0.3232	0.3232	0.0000	1,010.1781	1,010.1781	0.2844		1,017.2890
Total	**0.7983**	**6.8130**	**6.6106**	**0.0108**		**0.3457**	**0.3457**		**0.3232**	**0.3232**	**0.0000**	**1,010.1781**	**1,010.1781**	**0.2844**		**1,017.2890**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8400e-003	0.1785	0.0546	3.9000e-004	9.2900e-003	4.9000e-004	9.7800e-003	2.6800e-003	4.7000e-004	3.1500e-003		41.1069	41.1069	2.5500e-003		41.1705
Worker	0.0642	0.0488	0.4295	1.2300e-003	0.1483	8.9000e-004	0.1492	0.0393	8.2000e-004	0.0402		123.0317	123.0317	3.4700e-003		123.1185
Total	**0.0700**	**0.2273**	**0.4841**	**1.6200e-003**	**0.1576**	**1.3800e-003**	**0.1590**	**0.0420**	**1.2900e-003**	**0.0433**		**164.1386**	**164.1386**	**6.0200e-003**		**164.2891**

3.5 Architectural Coating - 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					
Archit. Coating	2.7038					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.9083**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0128	9.7700e-003	0.0859	2.5000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		24.6063	24.6063	6.9000e-004		24.6237
Total	**0.0128**	**9.7700e-003**	**0.0859**	**2.5000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**24.6063**	**24.6063**	**6.9000e-004**		**24.6237**

3.5 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7038					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.9083**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0128	9.7700e-003	0.0859	2.5000e-004	0.0297	1.8000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		24.6063	24.6063	6.9000e-004		24.6237
Total	**0.0128**	**9.7700e-003**	**0.0859**	**2.5000e-004**	**0.0297**	**1.8000e-004**	**0.0298**	**7.8700e-003**	**1.6000e-004**	**8.0300e-003**		**24.6063**	**24.6063**	**6.9000e-004**		**24.6237**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.582546	0.028575	0.198242	0.117308	0.024121	0.006096	0.012865	0.019735	0.002341	0.001188	0.004913	0.000770	0.001299

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Unmitigated	7.4900e-003	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**8.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		8.0000e-005
Total	**7.4900e-003**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Boardwalk

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	9.00	Acre	9.00	392,040.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only.

Land Use -

Construction Phase - No demolition or paving. Adjusted default phase durations proportionally for 6 month construction duration.

Off-road Equipment -

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Trips and VMT - Adjusted bldg const. worker trips to 1.5 workers per equipment piece. Arch coating trips assume 20% bldg const trips, per CalEEMod default. Modeled vendor trips as haul truck total for phase.

Energy Use -

Land Use Change -

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Architectural Coating -

Consumer Products - Construction-only.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	23522	0
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	NumDays	230.00	107.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	1/27/2023	6/30/2022
tblConstructionPhase	PhaseEndDate	12/30/2022	6/17/2022
tblConstructionPhase	PhaseEndDate	2/11/2022	1/19/2022
tblConstructionPhase	PhaseEndDate	1/14/2022	1/6/2022
tblConstructionPhase	PhaseStartDate	12/31/2022	6/18/2022
tblConstructionPhase	PhaseStartDate	2/12/2022	1/20/2022
tblConstructionPhase	PhaseStartDate	1/15/2022	1/7/2022
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	64.00
tblTripsAndVMT	VendorTripNumber	64.00	0.00
tblTripsAndVMT	WorkerTripNumber	165.00	22.00
tblTripsAndVMT	WorkerTripNumber	33.00	5.00

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	0.1774	0.8478	0.8376	1.5200e-003	0.1687	0.0417	0.2104	0.0868	0.0393	0.1260	0.0000	131.7255	131.7255	0.0285	0.0000	132.4367
Maximum	**0.1774**	**0.8478**	**0.8376**	**1.5200e-003**	**0.1687**	**0.0417**	**0.2104**	**0.0868**	**0.0393**	**0.1260**	**0.0000**	**131.7255**	**131.7255**	**0.0285**	**0.0000**	**132.4367**

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	0.1774	0.8478	0.8376	1.5200e-003	0.1687	0.0417	0.2104	0.0868	0.0393	0.1260	0.0000	131.7254	131.7254	0.0285	0.0000	132.4365
Maximum	**0.1774**	**0.8478**	**0.8376**	**1.5200e-003**	**0.1687**	**0.0417**	**0.2104**	**0.0868**	**0.0393**	**0.1260**	**0.0000**	**131.7254**	**131.7254**	**0.0285**	**0.0000**	**132.4365**

	ROG	NOx	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	1-1-2022	3-31-2022	0.5242	0.5242
2	4-1-2022	6-30-2022	0.5057	0.5057
		Highest	0.5242	0.5242

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	0.0254	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.9000e-004	2.9000e-004	0.0000	0.0000	3.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0254**	**0.0000**	**1.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.9000e-004**	**2.9000e-004**	**0.0000**	**0.0000**	**3.1000e-004**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0254	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.9000e-004	2.9000e-004	0.0000	0.0000	3.1000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0254**	**0.0000**	**1.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.9000e-004**	**2.9000e-004**	**0.0000**	**0.0000**	**3.1000e-004**

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-112.6821
Total	**-112.6821**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2022	1/6/2022	5	4	
2	Grading	Grading	1/7/2022	1/19/2022	5	9	
3	Building Construction	Building Construction	1/20/2022	6/17/2022	5	107	
4	Architectural Coating	Architectural Coating	6/18/2022	6/30/2022	5	9	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	22.00	0.00	64.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0100e-003	0.0419	0.0233	5.0000e-005		2.0300e-003	2.0300e-003		1.8700e-003	1.8700e-003	0.0000	4.0942	4.0942	1.3200e-003	0.0000	4.1273
Total	**4.0100e-003**	**0.0419**	**0.0233**	**5.0000e-005**	**0.0903**	**2.0300e-003**	**0.0924**	**0.0497**	**1.8700e-003**	**0.0515**	**0.0000**	**4.0942**	**4.0942**	**1.3200e-003**	**0.0000**	**4.1273**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1500	0.1500	0.0000	0.0000	0.1501
Total	**8.0000e-005**	**6.0000e-005**	**5.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1500**	**0.1500**	**0.0000**	**0.0000**	**0.1501**

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0100e-003	0.0419	0.0233	5.0000e-005		2.0300e-003	2.0300e-003		1.8700e-003	1.8700e-003	0.0000	4.0942	4.0942	1.3200e-003	0.0000	4.1273
Total	**4.0100e-003**	**0.0419**	**0.0233**	**5.0000e-005**	**0.0903**	**2.0300e-003**	**0.0924**	**0.0497**	**1.8700e-003**	**0.0515**	**0.0000**	**4.0942**	**4.0942**	**1.3200e-003**	**0.0000**	**4.1273**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	5.7000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1500	0.1500	0.0000	0.0000	0.1501
Total	**8.0000e-005**	**6.0000e-005**	**5.7000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1500**	**0.1500**	**0.0000**	**0.0000**	**0.1501**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0300e-003	0.0863	0.0587	1.2000e-004		3.8300e-003	3.8300e-003		3.5200e-003	3.5200e-003	0.0000	10.4949	10.4949	3.3900e-003	0.0000	10.5797
Total	**8.0300e-003**	**0.0863**	**0.0587**	**1.2000e-004**	**0.0655**	**3.8300e-003**	**0.0694**	**0.0337**	**3.5200e-003**	**0.0372**	**0.0000**	**10.4949**	**10.4949**	**3.3900e-003**	**0.0000**	**10.5797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.2000e-004	1.9000e-004	1.6700e-003	0.0000	5.6000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4388	0.4388	1.0000e-005	0.0000	0.4392
Total	**2.2000e-004**	**1.9000e-004**	**1.6700e-003**	**0.0000**	**5.6000e-004**	**0.0000**	**5.7000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4388**	**0.4388**	**1.0000e-005**	**0.0000**	**0.4392**

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0300e-003	0.0863	0.0587	1.2000e-004		3.8300e-003	3.8300e-003		3.5200e-003	3.5200e-003	0.0000	10.4949	10.4949	3.3900e-003	0.0000	10.5797
Total	**8.0300e-003**	**0.0863**	**0.0587**	**1.2000e-004**	**0.0655**	**3.8300e-003**	**0.0694**	**0.0337**	**3.5200e-003**	**0.0372**	**0.0000**	**10.4949**	**10.4949**	**3.3900e-003**	**0.0000**	**10.5797**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.2000e-004	1.9000e-004	1.6700e-003	0.0000	5.6000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4388	0.4388	1.0000e-005	0.0000	0.4392
Total	**2.2000e-004**	**1.9000e-004**	**1.6700e-003**	**0.0000**	**5.6000e-004**	**0.0000**	**5.7000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.4388**	**0.4388**	**1.0000e-005**	**0.0000**	**0.4392**

3.4 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	0.0775	0.7006	0.7090	1.2100e-003		0.0353	0.0353		0.0334	0.0334	0.0000	103.9955	103.9955	0.0232	0.0000	104.5765
Total	**0.0775**	**0.7006**	**0.7090**	**1.2100e-003**		**0.0353**	**0.0353**		**0.0334**	**0.0334**	**0.0000**	**103.9955**	**103.9955**	**0.0232**	**0.0000**	**104.5765**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.4000e-004	8.6000e-003	2.0500e-003	2.0000e-005	5.5000e-004	3.0000e-005	5.8000e-004	1.5000e-004	3.0000e-005	1.8000e-004	0.0000	2.4050	2.4050	1.4000e-004	0.0000	2.4086
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-003	3.7600e-003	0.0336	1.0000e-004	0.0113	7.0000e-005	0.0114	3.0100e-003	6.0000e-005	3.0800e-003	0.0000	8.8293	8.8293	2.5000e-004	0.0000	8.8355
Total	**4.7400e-003**	**0.0124**	**0.0357**	**1.2000e-004**	**0.0119**	**1.0000e-004**	**0.0120**	**3.1600e-003**	**9.0000e-005**	**3.2600e-003**	**0.0000**	**11.2343**	**11.2343**	**3.9000e-004**	**0.0000**	**11.2441**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0775	0.7006	0.7090	1.2100e-003		0.0353	0.0353		0.0334	0.0334	0.0000	103.9954	103.9954	0.0232	0.0000	104.5764
Total	**0.0775**	**0.7006**	**0.7090**	**1.2100e-003**		**0.0353**	**0.0353**		**0.0334**	**0.0334**	**0.0000**	**103.9954**	**103.9954**	**0.0232**	**0.0000**	**104.5764**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.4000e-004	8.6000e-003	2.0500e-003	2.0000e-005	5.5000e-004	3.0000e-005	5.8000e-004	1.5000e-004	3.0000e-005	1.8000e-004	0.0000	2.4050	2.4050	1.4000e-004	0.0000	2.4086
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-003	3.7600e-003	0.0336	1.0000e-004	0.0113	7.0000e-005	0.0114	3.0100e-003	6.0000e-005	3.0800e-003	0.0000	8.8293	8.8293	2.5000e-004	0.0000	8.8355
Total	**4.7400e-003**	**0.0124**	**0.0357**	**1.2000e-004**	**0.0119**	**1.0000e-004**	**0.0120**	**3.1600e-003**	**9.0000e-005**	**3.2600e-003**	**0.0000**	**11.2343**	**11.2343**	**3.9000e-004**	**0.0000**	**11.2441**

3.5 Architectural Coating - 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					
Archit. Coating	0.0818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	6.3400e-003	8.1600e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1490	1.1490	7.0000e-005	0.0000	1.1508
Total	**0.0827**	**6.3400e-003**	**8.1600e-003**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**1.1490**	**1.1490**	**7.0000e-005**	**0.0000**	**1.1508**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	9.0000e-005	7.0000e-005	6.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1688	0.1688	0.0000	0.0000	0.1689
Total	**9.0000e-005**	**7.0000e-005**	**6.4000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1688**	**0.1688**	**0.0000**	**0.0000**	**0.1689**

3.5 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	6.3400e-003	8.1600e-003	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.1490	1.1490	7.0000e-005	0.0000	1.1508
Total	**0.0827**	**6.3400e-003**	**8.1600e-003**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**1.1490**	**1.1490**	**7.0000e-005**	**0.0000**	**1.1508**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	9.0000e-005	7.0000e-005	6.4000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1688	0.1688	0.0000	0.0000	0.1689
Total	**9.0000e-005**	**7.0000e-005**	**6.4000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1688**	**0.1688**	**0.0000**	**0.0000**	**0.1689**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	13.00	5.00	5.00	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
Other Non-Asphalt Surfaces	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

	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					
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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0254	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.9000e-004	2.9000e-004	0.0000	0.0000	3.1000e-004
Unmitigated	0.0254	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.9000e-004	2.9000e-004	0.0000	0.0000	3.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0253					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.9000e-004	2.9000e-004	0.0000	0.0000	3.1000e-004
Total	**0.0254**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.9000e-004**	**2.9000e-004**	**0.0000**	**0.0000**	**3.1000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0253					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.9000e-004	2.9000e-004	0.0000	0.0000	3.1000e-004
Total	**0.0254**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.9000e-004**	**2.9000e-004**	**0.0000**	**0.0000**	**3.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-112.6821	0.0000	0.0000	-112.6821

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	7.647 / 0	-109.3521	0.0000	0.0000	-109.3521
Trees	0.03 / 0	-3.3300	0.0000	0.0000	-3.3300
Total		**-112.6821**	**0.0000**	**0.0000**	**-112.6821**

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Boardwalk

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	9.00	Acre	9.00	392,040.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Boardwalk - San Luis Obispo County, Summer

Project Characteristics - Construction-only.

Land Use -

Construction Phase - No demolition or paving. Adjusted default phase durations proportionally for 6 month construction duration.

Off-road Equipment -

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Trips and VMT - Adjusted bldg const. worker trips to 1.5 workers per equipment piece. Arch coating trips assume 20% bldg const trips, per CalEEMod default. Modeled vendor trips as haul truck total for phase.

Energy Use -

Land Use Change -

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Architectural Coating -

Consumer Products - Construction-only.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	23522	0
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	NumDays	230.00	107.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	1/27/2023	6/30/2022
tblConstructionPhase	PhaseEndDate	12/30/2022	6/17/2022
tblConstructionPhase	PhaseEndDate	2/11/2022	1/19/2022
tblConstructionPhase	PhaseEndDate	1/14/2022	1/6/2022
tblConstructionPhase	PhaseStartDate	12/31/2022	6/18/2022
tblConstructionPhase	PhaseStartDate	2/12/2022	1/20/2022
tblConstructionPhase	PhaseStartDate	1/15/2022	1/7/2022
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	64.00
tblTripsAndVMT	VendorTripNumber	64.00	0.00
tblTripsAndVMT	WorkerTripNumber	165.00	22.00
tblTripsAndVMT	WorkerTripNumber	33.00	5.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	18.3940	20.9673	13.9396	0.0277	45.2645	1.0156	46.2801	24.8529	0.9343	25.7873	0.0000	2,682.6716	2,682.6716	0.8346	0.0000	2,703.5360
Maximum	**18.3940**	**20.9673**	**13.9396**	**0.0277**	**45.2645**	**1.0156**	**46.2801**	**24.8529**	**0.9343**	**25.7873**	**0.0000**	**2,682.6716**	**2,682.6716**	**0.8346**	**0.0000**	**2,703.5360**

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	18.3940	20.9673	13.9396	0.0277	45.2645	1.0156	46.2801	24.8529	0.9343	25.7873	0.0000	2,682.6716	2,682.6716	0.8346	0.0000	2,703.5360
Maximum	**18.3940**	**20.9673**	**13.9396**	**0.0277**	**45.2645**	**1.0156**	**46.2801**	**24.8529**	**0.9343**	**25.7873**	**0.0000**	**2,682.6716**	**2,682.6716**	**0.8346**	**0.0000**	**2,703.5360**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**	**0.0000**	**2.1000e-003**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**	**0.0000**	**2.1000e-003**

	ROG	NOx	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	Site Preparation	Site Preparation	1/1/2022	1/6/2022	5	4	
2	Grading	Grading	1/7/2022	1/19/2022	5	9	
3	Building Construction	Building Construction	1/20/2022	6/17/2022	5	107	
4	Architectural Coating	Architectural Coating	6/18/2022	6/30/2022	5	9	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,522 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Boardwalk - San Luis Obispo County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	22.00	0.00	64.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					45.1657	0.0000	45.1657	24.8267	0.0000	24.8267			0.0000			0.0000
Off-Road	2.0036	20.9386	11.6399	0.0233		1.0150	1.0150		0.9338	0.9338		2,256.5486	2,256.5486	0.7298		2,274.7939
Total	**2.0036**	**20.9386**	**11.6399**	**0.0233**	**45.1657**	**1.0150**	**46.1806**	**24.8267**	**0.9338**	**25.7605**		**2,256.5486**	**2,256.5486**	**0.7298**		**2,274.7939**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0374**	**0.0287**	**0.2958**	**8.6000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**86.0494**	**86.0494**	**2.4000e-003**		**86.1095**

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					45.1657	0.0000	45.1657	24.8267	0.0000	24.8267			0.0000			0.0000
Off-Road	2.0036	20.9386	11.6399	0.0233		1.0150	1.0150		0.9338	0.9338	0.0000	2,256.5486	2,256.5486	0.7298		2,274.7939
Total	**2.0036**	**20.9386**	**11.6399**	**0.0233**	**45.1657**	**1.0150**	**46.1806**	**24.8267**	**0.9338**	**25.7605**	**0.0000**	**2,256.5486**	**2,256.5486**	**0.7298**		**2,274.7939**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0374	0.0287	0.2958	8.6000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		86.0494	86.0494	2.4000e-003		86.1095
Total	**0.0374**	**0.0287**	**0.2958**	**8.6000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**86.0494**	**86.0494**	**2.4000e-003**		**86.1095**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					14.5608	0.0000	14.5608	7.4833	0.0000	7.4833			0.0000			0.0000
Off-Road	1.7839	19.1795	13.0348	0.0265		0.8507	0.8507		0.7827	0.7827		2,570.8075	2,570.8075	0.8315		2,591.5937
Total	**1.7839**	**19.1795**	**13.0348**	**0.0265**	**14.5608**	**0.8507**	**15.4115**	**7.4833**	**0.7827**	**8.2660**		**2,570.8075**	**2,570.8075**	**0.8315**		**2,591.5937**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0486	0.0373	0.3845	1.1200e-003	0.1285	7.7000e-004	0.1293	0.0341	7.1000e-004	0.0348		111.8642	111.8642	3.1300e-003		111.9423
Total	**0.0486**	**0.0373**	**0.3845**	**1.1200e-003**	**0.1285**	**7.7000e-004**	**0.1293**	**0.0341**	**7.1000e-004**	**0.0348**		**111.8642**	**111.8642**	**3.1300e-003**		**111.9423**

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					14.5608	0.0000	14.5608	7.4833	0.0000	7.4833			0.0000			0.0000
Off-Road	1.7839	19.1795	13.0348	0.0265		0.8507	0.8507		0.7827	0.7827	0.0000	2,570.8075	2,570.8075	0.8315		2,591.5937
Total	**1.7839**	**19.1795**	**13.0348**	**0.0265**	**14.5608**	**0.8507**	**15.4115**	**7.4833**	**0.7827**	**8.2660**	**0.0000**	**2,570.8075**	**2,570.8075**	**0.8315**		**2,591.5937**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0486	0.0373	0.3845	1.1200e-003	0.1285	7.7000e-004	0.1293	0.0341	7.1000e-004	0.0348		111.8642	111.8642	3.1300e-003		111.9423
Total	**0.0486**	**0.0373**	**0.3845**	**1.1200e-003**	**0.1285**	**7.7000e-004**	**0.1293**	**0.0341**	**7.1000e-004**	**0.0348**		**111.8642**	**111.8642**	**3.1300e-003**		**111.9423**

3.4 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	1.4485	13.0946	13.2515	0.0227		0.6603	0.6603		0.6243	0.6243		2,142.7187	2,142.7187	0.4788		2,154.6892
Total	**1.4485**	**13.0946**	**13.2515**	**0.0227**		**0.6603**	**0.6603**		**0.6243**	**0.6243**		**2,142.7187**	**2,142.7187**	**0.4788**		**2,154.6892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.4800e-003	0.1579	0.0374	4.6000e-004	0.0105	6.3000e-004	0.0111	2.8600e-003	6.0000e-004	3.4600e-003		49.8736	49.8736	2.9000e-003		49.9462
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0822	0.0631	0.6508	1.9000e-003	0.2175	1.3100e-003	0.2188	0.0577	1.2100e-003	0.0589		189.3086	189.3086	5.2900e-003		189.4408
Total	**0.0867**	**0.2210**	**0.6881**	**2.3600e-003**	**0.2279**	**1.9400e-003**	**0.2299**	**0.0605**	**1.8100e-003**	**0.0624**		**239.1822**	**239.1822**	**8.1900e-003**		**239.3870**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4485	13.0946	13.2515	0.0227		0.6603	0.6603		0.6243	0.6243	0.0000	2,142.7187	2,142.7187	0.4788		2,154.6892
Total	**1.4485**	**13.0946**	**13.2515**	**0.0227**		**0.6603**	**0.6603**		**0.6243**	**0.6243**	**0.0000**	**2,142.7187**	**2,142.7187**	**0.4788**		**2,154.6892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.4800e-003	0.1579	0.0374	4.6000e-004	0.0105	6.3000e-004	0.0111	2.8600e-003	6.0000e-004	3.4600e-003		49.8736	49.8736	2.9000e-003		49.9462
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0822	0.0631	0.6508	1.9000e-003	0.2175	1.3100e-003	0.2188	0.0577	1.2100e-003	0.0589		189.3086	189.3086	5.2900e-003		189.4408
Total	**0.0867**	**0.2210**	**0.6881**	**2.3600e-003**	**0.2279**	**1.9400e-003**	**0.2299**	**0.0605**	**1.8100e-003**	**0.0624**		**239.1822**	**239.1822**	**8.1900e-003**		**239.3870**

3.5 Architectural Coating - 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					
Archit. Coating	18.1708					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**18.3753**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0187**	**0.0144**	**0.1479**	**4.3000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**43.0247**	**43.0247**	**1.2000e-003**		**43.0547**

3.5 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	18.1708					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**18.3753**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0187	0.0144	0.1479	4.3000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		43.0247	43.0247	1.2000e-003		43.0547
Total	**0.0187**	**0.0144**	**0.1479**	**4.3000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**43.0247**	**43.0247**	**1.2000e-003**		**43.0547**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	13.00	5.00	5.00	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
Other Non-Asphalt Surfaces	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

	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					
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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Unmitigated	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Boardwalk

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	9.00	Acre	9.00	392,040.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only.

Land Use -

Construction Phase - No demolition or paving. Adjusted default phase durations proportionally for 6 month construction duration.

Off-road Equipment -

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Trips and VMT - Adjusted bldg const. worker trips to 1.5 workers per equipment piece. Arch coating trips assume 20% bldg const trips, per CalEEMod default. Modeled vendor trips as haul truck total for phase.

Energy Use -

Land Use Change -

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Off-road Equipment - Linear site prep/development. Reduced total equipment to max 2 pieces of each type.

Architectural Coating -

Consumer Products - Construction-only.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	23522	0
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	NumDays	230.00	107.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	PhaseEndDate	1/27/2023	6/30/2022
tblConstructionPhase	PhaseEndDate	12/30/2022	6/17/2022
tblConstructionPhase	PhaseEndDate	2/11/2022	1/19/2022
tblConstructionPhase	PhaseEndDate	1/14/2022	1/6/2022
tblConstructionPhase	PhaseStartDate	12/31/2022	6/18/2022
tblConstructionPhase	PhaseStartDate	2/12/2022	1/20/2022
tblConstructionPhase	PhaseStartDate	1/15/2022	1/7/2022
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	64.00
tblTripsAndVMT	VendorTripNumber	64.00	0.00
tblTripsAndVMT	WorkerTripNumber	165.00	22.00
tblTripsAndVMT	WorkerTripNumber	33.00	5.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	18.3967	20.9711	13.9210	0.0276	45.2645	1.0156	46.2801	24.8529	0.9343	25.7873	0.0000	2,677.4350	2,677.4350	0.8345	0.0000	2,698.2965
Maximum	**18.3967**	**20.9711**	**13.9210**	**0.0276**	**45.2645**	**1.0156**	**46.2801**	**24.8529**	**0.9343**	**25.7873**	**0.0000**	**2,677.4350**	**2,677.4350**	**0.8345**	**0.0000**	**2,698.2965**

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	18.3967	20.9711	13.9210	0.0276	45.2645	1.0156	46.2801	24.8529	0.9343	25.7873	0.0000	2,677.4350	2,677.4350	0.8345	0.0000	2,698.2965
Maximum	**18.3967**	**20.9711**	**13.9210**	**0.0276**	**45.2645**	**1.0156**	**46.2801**	**24.8529**	**0.9343**	**25.7873**	**0.0000**	**2,677.4350**	**2,677.4350**	**0.8345**	**0.0000**	**2,698.2965**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**	**0.0000**	**2.1000e-003**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**	**0.0000**	**2.1000e-003**

	ROG	NOx	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	Site Preparation	Site Preparation	1/1/2022	1/6/2022	5	4	
2	Grading	Grading	1/7/2022	1/19/2022	5	9	
3	Building Construction	Building Construction	1/20/2022	6/17/2022	5	107	
4	Architectural Coating	Architectural Coating	6/18/2022	6/30/2022	5	9	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	22.00	0.00	64.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					45.1657	0.0000	45.1657	24.8267	0.0000	24.8267			0.0000			0.0000
Off-Road	2.0036	20.9386	11.6399	0.0233		1.0150	1.0150		0.9338	0.9338		2,256.5486	2,256.5486	0.7298		2,274.7939
Total	**2.0036**	**20.9386**	**11.6399**	**0.0233**	**45.1657**	**1.0150**	**46.1806**	**24.8267**	**0.9338**	**25.7605**		**2,256.5486**	**2,256.5486**	**0.7298**		**2,274.7939**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0428**	**0.0326**	**0.2863**	**8.2000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**82.0212**	**82.0212**	**2.3200e-003**		**82.0790**

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					45.1657	0.0000	45.1657	24.8267	0.0000	24.8267			0.0000			0.0000
Off-Road	2.0036	20.9386	11.6399	0.0233		1.0150	1.0150		0.9338	0.9338	0.0000	2,256.5486	2,256.5486	0.7298		2,274.7939
Total	**2.0036**	**20.9386**	**11.6399**	**0.0233**	**45.1657**	**1.0150**	**46.1806**	**24.8267**	**0.9338**	**25.7605**	**0.0000**	**2,256.5486**	**2,256.5486**	**0.7298**		**2,274.7939**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0428	0.0326	0.2863	8.2000e-004	0.0989	5.9000e-004	0.0995	0.0262	5.5000e-004	0.0268		82.0212	82.0212	2.3200e-003		82.0790
Total	**0.0428**	**0.0326**	**0.2863**	**8.2000e-004**	**0.0989**	**5.9000e-004**	**0.0995**	**0.0262**	**5.5000e-004**	**0.0268**		**82.0212**	**82.0212**	**2.3200e-003**		**82.0790**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					14.5608	0.0000	14.5608	7.4833	0.0000	7.4833			0.0000			0.0000
Off-Road	1.7839	19.1795	13.0348	0.0265		0.8507	0.8507		0.7827	0.7827		2,570.8075	2,570.8075	0.8315		2,591.5937
Total	**1.7839**	**19.1795**	**13.0348**	**0.0265**	**14.5608**	**0.8507**	**15.4115**	**7.4833**	**0.7827**	**8.2660**		**2,570.8075**	**2,570.8075**	**0.8315**		**2,591.5937**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0556	0.0423	0.3722	1.0700e-003	0.1285	7.7000e-004	0.1293	0.0341	7.1000e-004	0.0348		106.6275	106.6275	3.0100e-003		106.7027
Total	**0.0556**	**0.0423**	**0.3722**	**1.0700e-003**	**0.1285**	**7.7000e-004**	**0.1293**	**0.0341**	**7.1000e-004**	**0.0348**		**106.6275**	**106.6275**	**3.0100e-003**		**106.7027**

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					14.5608	0.0000	14.5608	7.4833	0.0000	7.4833			0.0000			0.0000
Off-Road	1.7839	19.1795	13.0348	0.0265		0.8507	0.8507		0.7827	0.7827	0.0000	2,570.8075	2,570.8075	0.8315		2,591.5937
Total	**1.7839**	**19.1795**	**13.0348**	**0.0265**	**14.5608**	**0.8507**	**15.4115**	**7.4833**	**0.7827**	**8.2660**	**0.0000**	**2,570.8075**	**2,570.8075**	**0.8315**		**2,591.5937**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0556	0.0423	0.3722	1.0700e-003	0.1285	7.7000e-004	0.1293	0.0341	7.1000e-004	0.0348		106.6275	106.6275	3.0100e-003		106.7027
Total	**0.0556**	**0.0423**	**0.3722**	**1.0700e-003**	**0.1285**	**7.7000e-004**	**0.1293**	**0.0341**	**7.1000e-004**	**0.0348**		**106.6275**	**106.6275**	**3.0100e-003**		**106.7027**

3.4 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	1.4485	13.0946	13.2515	0.0227		0.6603	0.6603		0.6243	0.6243		2,142.7187	2,142.7187	0.4788		2,154.6892
Total	**1.4485**	**13.0946**	**13.2515**	**0.0227**		**0.6603**	**0.6603**		**0.6243**	**0.6243**		**2,142.7187**	**2,142.7187**	**0.4788**		**2,154.6892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6100e-003	0.1587	0.0397	4.5000e-004	0.0105	6.4000e-004	0.0111	2.8600e-003	6.2000e-004	3.4800e-003		49.1098	49.1098	3.0000e-003		49.1847
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0941	0.0716	0.6299	1.8100e-003	0.2175	1.3100e-003	0.2188	0.0577	1.2100e-003	0.0589		180.4465	180.4465	5.0900e-003		180.5739
Total	**0.0987**	**0.2303**	**0.6696**	**2.2600e-003**	**0.2279**	**1.9500e-003**	**0.2299**	**0.0605**	**1.8300e-003**	**0.0624**		**229.5564**	**229.5564**	**8.0900e-003**		**229.7586**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4485	13.0946	13.2515	0.0227		0.6603	0.6603		0.6243	0.6243	0.0000	2,142.7187	2,142.7187	0.4788		2,154.6892
Total	**1.4485**	**13.0946**	**13.2515**	**0.0227**		**0.6603**	**0.6603**		**0.6243**	**0.6243**	**0.0000**	**2,142.7187**	**2,142.7187**	**0.4788**		**2,154.6892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6100e-003	0.1587	0.0397	4.5000e-004	0.0105	6.4000e-004	0.0111	2.8600e-003	6.2000e-004	3.4800e-003		49.1098	49.1098	3.0000e-003		49.1847
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0941	0.0716	0.6299	1.8100e-003	0.2175	1.3100e-003	0.2188	0.0577	1.2100e-003	0.0589		180.4465	180.4465	5.0900e-003		180.5739
Total	**0.0987**	**0.2303**	**0.6696**	**2.2600e-003**	**0.2279**	**1.9500e-003**	**0.2299**	**0.0605**	**1.8300e-003**	**0.0624**		**229.5564**	**229.5564**	**8.0900e-003**		**229.7586**

3.5 Architectural Coating - 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					
Archit. Coating	18.1708					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**18.3753**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0214**	**0.0163**	**0.1432**	**4.1000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**41.0106**	**41.0106**	**1.1600e-003**		**41.0395**

3.5 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	18.1708					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**18.3753**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0214	0.0163	0.1432	4.1000e-004	0.0494	3.0000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.0106	41.0106	1.1600e-003		41.0395
Total	**0.0214**	**0.0163**	**0.1432**	**4.1000e-004**	**0.0494**	**3.0000e-004**	**0.0497**	**0.0131**	**2.7000e-004**	**0.0134**		**41.0106**	**41.0106**	**1.1600e-003**		**41.0395**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	13.00	5.00	5.00	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
Other Non-Asphalt Surfaces	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

	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					
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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Unmitigated	0.1390	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1389					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1390**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.45	1000sqft	0.67	450.00	0
Parking Lot	0.13	Acre	0.13	5,662.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based upon PG&E 2018 Corporate Responsibilty and Sustainability Report.

Land Use - Lot acreage of kiosk/concession area ("general office building") adjusted to account for total of 0.8-acre preojct site area.

Construction Phase - Total construction duration estimated to be 3 months. Building construction is for 450 sq ft kiosk/concession area - reduced total Building Construction phase duration to 40 days.

Trips and VMT - Increased vendor trips from 0 to 4 and from 1 to 6 to account for one to two round-trips per day for water trucks. Increased haul truck trips to assume hauling may occur over more than one day.

Demolition -

Vehicle Trips - No change in operational use and related vehicle trips.

Consumer Products -

Area Coating -

Landscape Equipment - No change in operational landscape / vegetation maintenance requirements.

Energy Use -

Land Use Change - Vegetation land use change based upon habitat mapping, but should note that existing deteriorating trees impacted by fungal disease will also be replaced.

Construction Off-road Equipment Mitigation - Assume mitigation of watering exposed areas at least twice daily (55% PM reduction).

Off-road Equipment - Added excavator for moving utilities to underground.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblLandUse	LotAcreage	0.01	0.67
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	HaulingTripNumber	2.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	1.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0265	0.1974	0.2217	3.9000e-004	3.6800e-003	9.1500e-003	0.0128	1.1400e-003	8.5100e-003	9.6400e-003	0.0000	34.5229	34.5229	8.8300e-003	0.0000	34.7436
Maximum	**0.0265**	**0.1974**	**0.2217**	**3.9000e-004**	**3.6800e-003**	**9.1500e-003**	**0.0128**	**1.1400e-003**	**8.5100e-003**	**9.6400e-003**	**0.0000**	**34.5229**	**34.5229**	**8.8300e-003**	**0.0000**	**34.7436**

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					
2023	0.0265	0.1959	0.2217	3.9000e-004	2.9700e-003	9.1500e-003	0.0121	8.7000e-004	8.5100e-003	9.3800e-003	0.0000	34.5229	34.5229	8.8300e-003	0.0000	34.7435
Maximum	**0.0265**	**0.1959**	**0.2217**	**3.9000e-004**	**2.9700e-003**	**9.1500e-003**	**0.0121**	**8.7000e-004**	**8.5100e-003**	**9.3800e-003**	**0.0000**	**34.5229**	**34.5229**	**8.8300e-003**	**0.0000**	**34.7435**

	ROG	NOx	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**	**0.79**	**0.00**	**0.00**	**19.29**	**0.00**	**5.46**	**23.68**	**0.00**	**2.70**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.2230	0.2219
		Highest	0.2230	0.2219

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	2.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.7274	1.7274	1.4000e-004	3.0000e-005	1.7411
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0853	0.0000	0.0853	5.0400e-003	0.0000	0.2112
Water						0.0000	0.0000		0.0000	0.0000	0.0254	0.0806	0.1060	2.6100e-003	6.0000e-005	0.1902
Total	**2.8000e-003**	**3.6000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.1106**	**1.8080**	**1.9186**	**7.7900e-003**	**9.0000e-005**	**2.1425**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.7274	1.7274	1.4000e-004	3.0000e-005	1.7411
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0853	0.0000	0.0853	5.0400e-003	0.0000	0.2112
Water						0.0000	0.0000		0.0000	0.0000	0.0254	0.0806	0.1060	2.6100e-003	6.0000e-005	0.1902
Total	**2.8000e-003**	**3.6000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.1106**	**1.8080**	**1.9186**	**7.7900e-003**	**9.0000e-005**	**2.1425**

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-22.5400
Total	**-22.5400**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/18/2023	5	2	
4	Building Construction	Building Construction	1/19/2023	3/15/2023	5	40	
5	Paving	Paving	3/16/2023	3/22/2023	5	5	
6	Architectural Coating	Architectural Coating	3/22/2023	3/28/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.13

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 675; Non-Residential Outdoor: 225; Striped Parking Area: 340 (Architectural Coating – sqft)

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	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38

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	4	10.00	4.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2300e-003	0.0289	0.0370	6.0000e-005		1.4100e-003	1.4100e-003		1.3500e-003	1.3500e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328
Total	**3.2300e-003**	**0.0289**	**0.0370**	**6.0000e-005**	**2.7000e-004**	**1.4100e-003**	**1.6800e-003**	**4.0000e-005**	**1.3500e-003**	**1.3900e-003**	**0.0000**	**5.2091**	**5.2091**	**9.5000e-004**	**0.0000**	**5.2328**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	5.8000e-004	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2194	0.2194	1.0000e-005	0.0000	0.2197
Vendor	4.0000e-005	1.4900e-003	4.5000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	3.0000e-005	0.0000	3.0000e-005	0.0000	0.3736	0.3736	2.0000e-005	0.0000	0.3741
Worker	1.8000e-004	1.4000e-004	1.3000e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3610	0.3610	1.0000e-005	0.0000	0.3612
Total	**2.4000e-004**	**2.2100e-003**	**1.9200e-003**	**0.0000**	**6.2000e-004**	**0.0000**	**6.2000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.9540**	**0.9540**	**4.0000e-005**	**0.0000**	**0.9550**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2300e-003	0.0289	0.0370	6.0000e-005		1.4100e-003	1.4100e-003		1.3500e-003	1.3500e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328
Total	**3.2300e-003**	**0.0289**	**0.0370**	**6.0000e-005**	**1.2000e-004**	**1.4100e-003**	**1.5300e-003**	**2.0000e-005**	**1.3500e-003**	**1.3700e-003**	**0.0000**	**5.2091**	**5.2091**	**9.5000e-004**	**0.0000**	**5.2328**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	5.8000e-004	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2194	0.2194	1.0000e-005	0.0000	0.2197
Vendor	4.0000e-005	1.4900e-003	4.5000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	3.0000e-005	0.0000	3.0000e-005	0.0000	0.3736	0.3736	2.0000e-005	0.0000	0.3741
Worker	1.8000e-004	1.4000e-004	1.3000e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3610	0.3610	1.0000e-005	0.0000	0.3612
Total	**2.4000e-004**	**2.2100e-003**	**1.9200e-003**	**0.0000**	**6.2000e-004**	**0.0000**	**6.2000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.9540**	**0.9540**	**4.0000e-005**	**0.0000**	**0.9550**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	**2.7000e-004**	**3.0900e-003**	**1.9600e-003**	**0.0000**	**2.7000e-004**	**1.1000e-004**	**3.8000e-004**	**3.0000e-005**	**1.0000e-004**	**1.3000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4309**

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	1.5000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0374	0.0374	0.0000	0.0000	0.0374
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0181
Total	**1.0000e-005**	**1.6000e-004**	**1.2000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0554**	**0.0554**	**0.0000**	**0.0000**	**0.0555**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	**2.7000e-004**	**3.0900e-003**	**1.9600e-003**	**0.0000**	**1.2000e-004**	**1.1000e-004**	**2.3000e-004**	**1.0000e-005**	**1.0000e-004**	**1.1000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4309**

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	1.5000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0374	0.0374	0.0000	0.0000	0.0374
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0181
Total	**1.0000e-005**	**1.6000e-004**	**1.2000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0554**	**0.0554**	**0.0000**	**0.0000**	**0.0555**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.4000e-004	7.3300e-003	0.0107	2.0000e-005		3.6000e-004	3.6000e-004		3.4000e-004	3.4000e-004	0.0000	1.4955	1.4955	3.4000e-004	0.0000	1.5039
Total	**8.4000e-004**	**7.3300e-003**	**0.0107**	**2.0000e-005**	**7.5000e-004**	**3.6000e-004**	**1.1100e-003**	**4.1000e-004**	**3.4000e-004**	**7.5000e-004**	**0.0000**	**1.4955**	**1.4955**	**3.4000e-004**	**0.0000**	**1.5039**

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	3.0000e-004	9.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0747	0.0747	0.0000	0.0000	0.0748
Worker	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0722	0.0722	0.0000	0.0000	0.0723
Total	**5.0000e-005**	**3.3000e-004**	**3.5000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1469**	**0.1469**	**0.0000**	**0.0000**	**0.1471**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.4000e-004	5.7800e-003	0.0107	2.0000e-005		3.6000e-004	3.6000e-004		3.4000e-004	3.4000e-004	0.0000	1.4955	1.4955	3.4000e-004	0.0000	1.5039
Total	**8.4000e-004**	**5.7800e-003**	**0.0107**	**2.0000e-005**	**3.4000e-004**	**3.6000e-004**	**7.0000e-004**	**1.9000e-004**	**3.4000e-004**	**5.3000e-004**	**0.0000**	**1.4955**	**1.4955**	**3.4000e-004**	**0.0000**	**1.5039**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	3.0000e-004	9.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0747	0.0747	0.0000	0.0000	0.0748
Worker	4.0000e-005	3.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0722	0.0722	0.0000	0.0000	0.0723
Total	**5.0000e-005**	**3.3000e-004**	**3.5000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1469**	**0.1469**	**0.0000**	**0.0000**	**0.1471**

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	0.0126	0.1284	0.1419	2.3000e-004		6.4000e-003	6.4000e-003		5.8900e-003	5.8900e-003	0.0000	20.0417	20.0417	6.4800e-003	0.0000	20.2037
Total	**0.0126**	**0.1284**	**0.1419**	**2.3000e-004**		**6.4000e-003**	**6.4000e-003**		**5.8900e-003**	**5.8900e-003**	**0.0000**	**20.0417**	**20.0417**	**6.4800e-003**	**0.0000**	**20.2037**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	8.9500e-003	2.7100e-003	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.6000e-004	1.0000e-005	1.7000e-004	0.0000	2.2417	2.2417	1.2000e-004	0.0000	2.2447
Worker	2.2000e-004	1.7000e-004	1.5600e-003	0.0000	5.8000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.4332	0.4332	1.0000e-005	0.0000	0.4335
Total	**4.8000e-004**	**9.1200e-003**	**4.2700e-003**	**2.0000e-005**	**1.1300e-003**	**1.0000e-005**	**1.1400e-003**	**3.1000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**2.6749**	**2.6749**	**1.3000e-004**	**0.0000**	**2.6782**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0126	0.1284	0.1419	2.3000e-004		6.4000e-003	6.4000e-003		5.8900e-003	5.8900e-003	0.0000	20.0417	20.0417	6.4800e-003	0.0000	20.2037
Total	**0.0126**	**0.1284**	**0.1419**	**2.3000e-004**		**6.4000e-003**	**6.4000e-003**		**5.8900e-003**	**5.8900e-003**	**0.0000**	**20.0417**	**20.0417**	**6.4800e-003**	**0.0000**	**20.2037**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	8.9500e-003	2.7100e-003	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.6000e-004	1.0000e-005	1.7000e-004	0.0000	2.2417	2.2417	1.2000e-004	0.0000	2.2447
Worker	2.2000e-004	1.7000e-004	1.5600e-003	0.0000	5.8000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.4332	0.4332	1.0000e-005	0.0000	0.4335
Total	**4.8000e-004**	**9.1200e-003**	**4.2700e-003**	**2.0000e-005**	**1.1300e-003**	**1.0000e-005**	**1.1400e-003**	**3.1000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**2.6749**	**2.6749**	**1.3000e-004**	**0.0000**	**2.6782**

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	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	1.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.7000e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	7.5000e-004	2.3000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1868	0.1868	1.0000e-005	0.0000	0.1871
Worker	1.6000e-004	1.3000e-004	1.1700e-003	0.0000	4.3000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3249	0.3249	1.0000e-005	0.0000	0.3251
Total	**1.8000e-004**	**8.8000e-004**	**1.4000e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.9000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.5117**	**0.5117**	**2.0000e-005**	**0.0000**	**0.5122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	1.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.7000e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	7.5000e-004	2.3000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1868	0.1868	1.0000e-005	0.0000	0.1871
Worker	1.6000e-004	1.3000e-004	1.1700e-003	0.0000	4.3000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3249	0.3249	1.0000e-005	0.0000	0.3251
Total	**1.8000e-004**	**8.8000e-004**	**1.4000e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.9000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.5117**	**0.5117**	**2.0000e-005**	**0.0000**	**0.5122**

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	6.4000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**6.8800e-003**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0181
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0181**	**0.0181**	**0.0000**	**0.0000**	**0.0181**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.4000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**6.8800e-003**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0181	0.0181	0.0000	0.0000	0.0181
Total	**1.0000e-005**	**1.0000e-005**	**7.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0181**	**0.0181**	**0.0000**	**0.0000**	**0.0181**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422
Parking Lot	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	1.3343	1.3343	1.3000e-004	3.0000e-005	1.3457
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1.3343	1.3343	1.3000e-004	3.0000e-005	1.3457
NaturalGas Mitigated	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3931	0.3931	1.0000e-005	1.0000e-005	0.3954
NaturalGas Unmitigated	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3931	0.3931	1.0000e-005	1.0000e-005	0.3954

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					
General Office Building	7366.5	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3931	0.3931	1.0000e-005	1.0000e-005	0.3954
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		**4.0000e-005**	**3.6000e-004**	**3.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.3931**	**0.3931**	**1.0000e-005**	**1.0000e-005**	**0.3954**

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					
General Office Building	7366.5	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3931	0.3931	1.0000e-005	1.0000e-005	0.3954
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		**4.0000e-005**	**3.6000e-004**	**3.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.3931**	**0.3931**	**1.0000e-005**	**1.0000e-005**	**0.3954**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	8023.5	1.0700	1.1000e-004	2.0000e-005	1.0791
Parking Lot	1981.98	0.2643	3.0000e-005	1.0000e-005	0.2666
Total		**1.3343**	**1.4000e-004**	**3.0000e-005**	**1.3457**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	8023.5	1.0700	1.1000e-004	2.0000e-005	1.0791
Parking Lot	1981.98	0.2643	3.0000e-005	1.0000e-005	0.2666
Total		**1.3343**	**1.4000e-004**	**3.0000e-005**	**1.3457**

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	2.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	2.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	6.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7600e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.1200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7600e-003**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.1060	2.6100e-003	6.0000e-005	0.1902
Unmitigated	0.1060	2.6100e-003	6.0000e-005	0.1902

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.0799802 / 0.0490201	0.1060	2.6100e-003	6.0000e-005	0.1902
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.1060**	**2.6100e-003**	**6.0000e-005**	**0.1902**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.0799802 / 0.0490201	0.1060	2.6100e-003	6.0000e-005	0.1902
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.1060**	**2.6100e-003**	**6.0000e-005**	**0.1902**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0853	5.0400e-003	0.0000	0.2112
Unmitigated	0.0853	5.0400e-003	0.0000	0.2112

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.42	0.0853	5.0400e-003	0.0000	0.2112
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0853**	**5.0400e-003**	**0.0000**	**0.2112**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.42	0.0853	5.0400e-003	0.0000	0.2112
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0853**	**5.0400e-003**	**0.0000**	**0.2112**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-22.5400	0.0000	0.0000	-22.5400

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	0.8 / 0	-11.4400	0.0000	0.0000	-11.4400
Trees	0.1 / 0	-11.1000	0.0000	0.0000	-11.1000
Total		**-22.5400**	**0.0000**	**0.0000**	**-22.5400**

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.45	1000sqft	0.67	450.00	0
Parking Lot	0.13	Acre	0.13	5,662.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access - San Luis Obispo County, Summer

Project Characteristics - Utility CO2 intensity factor based upon PG&E 2018 Corporate Responsibilty and Sustainability Report.

Land Use - Lot acreage of kiosk/concession area ("general office building") adjusted to account for total of 0.8-acre preojct site area.

Construction Phase - Total construction duration estimated to be 3 months. Building construction is for 450 sq ft kiosk/concession area - reduced total Building Construction phase duration to 40 days.

Trips and VMT - Increased vendor trips from 0 to 4 and from 1 to 6 to account for one to two round-trips per day for water trucks. Increased haul truck trips to assume hauling may occur over more than one day.

Demolition -

Vehicle Trips - No change in operational use and related vehicle trips.

Consumer Products -

Area Coating -

Landscape Equipment - No change in operational landscape / vegetation maintenance requirements.

Energy Use -

Land Use Change - Vegetation land use change based upon habitat mapping, but should note that existing deteriorating trees impacted by fungal disease will also be replaced.

Construction Off-road Equipment Mitigation - Assume mitigation of watering exposed areas at least twice daily (55% PM reduction).

Off-road Equipment - Added excavator for moving utilities to underground.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblLandUse	LotAcreage	0.01	0.67
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	HaulingTripNumber	2.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	1.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.5045	7.6500	11.0060	0.0188	0.8702	0.3589	1.2291	0.4454	0.3405	0.7858	0.0000	1,814.8160	1,814.8160	0.3771	0.0000	1,824.2428
Maximum	**3.5045**	**7.6500**	**11.0060**	**0.0188**	**0.8702**	**0.3589**	**1.2291**	**0.4454**	**0.3405**	**0.7858**	**0.0000**	**1,814.8160**	**1,814.8160**	**0.3771**	**0.0000**	**1,824.2428**

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					
2023	3.5045	7.1535	11.0060	0.0188	0.4562	0.3589	0.8151	0.2178	0.3405	0.5583	0.0000	1,814.8160	1,814.8160	0.3771	0.0000	1,824.2428
Maximum	**3.5045**	**7.1535**	**11.0060**	**0.0188**	**0.4562**	**0.3589**	**0.8151**	**0.2178**	**0.3405**	**0.5583**	**0.0000**	**1,814.8160**	**1,814.8160**	**0.3771**	**0.0000**	**1,824.2428**

	ROG	NOx	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**	**6.49**	**0.00**	**0.00**	**47.58**	**0.00**	**33.68**	**51.10**	**0.00**	**28.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Energy	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0154**	**1.9800e-003**	**1.7200e-003**	**1.0000e-005**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**1.5000e-004**		**2.3745**	**2.3745**	**5.0000e-005**	**4.0000e-005**	**2.3886**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Energy	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0154**	**1.9800e-003**	**1.7200e-003**	**1.0000e-005**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**1.5000e-004**		**2.3745**	**2.3745**	**5.0000e-005**	**4.0000e-005**	**2.3886**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/18/2023	5	2	
4	Building Construction	Building Construction	1/19/2023	3/15/2023	5	40	
5	Paving	Paving	3/16/2023	3/22/2023	5	5	
6	Architectural Coating	Architectural Coating	3/22/2023	3/28/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.13

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 675; Non-Residential Outdoor: 225; Striped Parking Area: 340 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access - San Luis Obispo County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38

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	4	10.00	4.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	8.0300e-003	0.0000	8.0300e-003			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.0530**	**0.2821**	**0.3351**	**8.0300e-003**	**0.2698**	**0.2778**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.1900e-003	0.1150	0.0338	4.5000e-004	0.0105	3.0000e-004	0.0108	2.8700e-003	2.9000e-004	3.1600e-003		48.6835	48.6835	2.7800e-003		48.7531
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0351	0.0258	0.2707	8.3000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		82.8210	82.8210	2.1500e-003		82.8748
Total	**0.0466**	**0.4377**	**0.3894**	**2.0600e-003**	**0.1279**	**1.3100e-003**	**0.1292**	**0.0344**	**1.2300e-003**	**0.0357**		**214.9884**	**214.9884**	**9.1700e-003**		**215.2176**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0239	0.0000	0.0239	3.6100e-003	0.0000	3.6100e-003			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.0239**	**0.2821**	**0.3060**	**3.6100e-003**	**0.2698**	**0.2734**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.1900e-003	0.1150	0.0338	4.5000e-004	0.0105	3.0000e-004	0.0108	2.8700e-003	2.9000e-004	3.1600e-003		48.6835	48.6835	2.7800e-003		48.7531
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0351	0.0258	0.2707	8.3000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		82.8210	82.8210	2.1500e-003		82.8748
Total	**0.0466**	**0.4377**	**0.3894**	**2.0600e-003**	**0.1279**	**1.3100e-003**	**0.1292**	**0.0344**	**1.2300e-003**	**0.0357**		**214.9884**	**214.9884**	**9.1700e-003**		**215.2176**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0175	0.0129	0.1353	4.2000e-004	0.0494	2.9000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.4105	41.4105	1.0700e-003		41.4374
Total	**0.0259**	**0.3098**	**0.2203**	**1.2000e-003**	**0.0680**	**7.2000e-004**	**0.0687**	**0.0185**	**6.8000e-004**	**0.0192**		**124.8944**	**124.8944**	**5.3100e-003**		**125.0272**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.2386**	**0.2266**	**0.4652**	**0.0258**	**0.2084**	**0.2342**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0175	0.0129	0.1353	4.2000e-004	0.0494	2.9000e-004	0.0497	0.0131	2.7000e-004	0.0134		41.4105	41.4105	1.0700e-003		41.4374
Total	**0.0259**	**0.3098**	**0.2203**	**1.2000e-003**	**0.0680**	**7.2000e-004**	**0.0687**	**0.0185**	**6.8000e-004**	**0.0192**		**124.8944**	**124.8944**	**5.3100e-003**		**125.0272**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8350	7.3273	10.6504	0.0172		0.3579	0.3579		0.3395	0.3395		1,648.5112	1,648.5112	0.3707		1,657.7782
Total	**0.8350**	**7.3273**	**10.6504**	**0.0172**	**0.7528**	**0.3579**	**1.1107**	**0.4138**	**0.3395**	**0.7533**		**1,648.5112**	**1,648.5112**	**0.3707**		**1,657.7782**

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0351	0.0258	0.2707	8.3000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		82.8210	82.8210	2.1500e-003		82.8748
Total	**0.0434**	**0.3227**	**0.3556**	**1.6100e-003**	**0.1174**	**1.0100e-003**	**0.1185**	**0.0316**	**9.4000e-004**	**0.0325**		**166.3049**	**166.3049**	**6.3900e-003**		**166.4646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.8350	5.7787	10.6504	0.0172		0.3579	0.3579		0.3395	0.3395	0.0000	1,648.5112	1,648.5112	0.3707		1,657.7782
Total	**0.8350**	**5.7787**	**10.6504**	**0.0172**	**0.3387**	**0.3579**	**0.6967**	**0.1862**	**0.3395**	**0.5257**	**0.0000**	**1,648.5112**	**1,648.5112**	**0.3707**		**1,657.7782**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0351	0.0258	0.2707	8.3000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		82.8210	82.8210	2.1500e-003		82.8748
Total	**0.0434**	**0.3227**	**0.3556**	**1.6100e-003**	**0.1174**	**1.0100e-003**	**0.1185**	**0.0316**	**9.4000e-004**	**0.0325**		**166.3049**	**166.3049**	**6.3900e-003**		**166.4646**

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0125	0.4454	0.1274	1.1700e-003	0.0279	6.5000e-004	0.0285	8.0300e-003	6.2000e-004	8.6500e-003		125.2258	125.2258	6.3600e-003		125.3847
Worker	0.0105	7.7400e-003	0.0812	2.5000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		24.8463	24.8463	6.4000e-004		24.8624
Total	**0.0231**	**0.4531**	**0.2086**	**1.4200e-003**	**0.0575**	**8.2000e-004**	**0.0584**	**0.0159**	**7.8000e-004**	**0.0167**		**150.0721**	**150.0721**	**7.0000e-003**		**150.2471**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0125	0.4454	0.1274	1.1700e-003	0.0279	6.5000e-004	0.0285	8.0300e-003	6.2000e-004	8.6500e-003		125.2258	125.2258	6.3600e-003		125.3847
Worker	0.0105	7.7400e-003	0.0812	2.5000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		24.8463	24.8463	6.4000e-004		24.8624
Total	**0.0231**	**0.4531**	**0.2086**	**1.4200e-003**	**0.0575**	**8.2000e-004**	**0.0584**	**0.0159**	**7.8000e-004**	**0.0167**		**150.0721**	**150.0721**	**7.0000e-003**		**150.2471**

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	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6793**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0631	0.0464	0.4872	1.5000e-003	0.1780	1.0400e-003	0.1790	0.0472	9.6000e-004	0.0482		149.0779	149.0779	3.8700e-003		149.1746
Total	**0.0715**	**0.3434**	**0.5721**	**2.2800e-003**	**0.1965**	**1.4700e-003**	**0.1980**	**0.0526**	**1.3700e-003**	**0.0539**		**232.5617**	**232.5617**	**8.1100e-003**		**232.7644**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6793**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.3600e-003	0.2969	0.0849	7.8000e-004	0.0186	4.3000e-004	0.0190	5.3500e-003	4.1000e-004	5.7700e-003		83.4839	83.4839	4.2400e-003		83.5898
Worker	0.0631	0.0464	0.4872	1.5000e-003	0.1780	1.0400e-003	0.1790	0.0472	9.6000e-004	0.0482		149.0779	149.0779	3.8700e-003		149.1746
Total	**0.0715**	**0.3434**	**0.5721**	**2.2800e-003**	**0.1965**	**1.4700e-003**	**0.1980**	**0.0526**	**1.3700e-003**	**0.0539**		**232.5617**	**232.5617**	**8.1100e-003**		**232.7644**

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	2.5585					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	**2.7502**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.5100e-003	2.5800e-003	0.0271	8.0000e-005	9.8900e-003	6.0000e-005	9.9400e-003	2.6200e-003	5.0000e-005	2.6800e-003		8.2821	8.2821	2.1000e-004		8.2875
Total	**3.5100e-003**	**2.5800e-003**	**0.0271**	**8.0000e-005**	**9.8900e-003**	**6.0000e-005**	**9.9400e-003**	**2.6200e-003**	**5.0000e-005**	**2.6800e-003**		**8.2821**	**8.2821**	**2.1000e-004**		**8.2875**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.5585					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	**2.7502**	**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**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.5100e-003	2.5800e-003	0.0271	8.0000e-005	9.8900e-003	6.0000e-005	9.9400e-003	2.6200e-003	5.0000e-005	2.6800e-003		8.2821	8.2821	2.1000e-004		8.2875
Total	**3.5100e-003**	**2.5800e-003**	**0.0271**	**8.0000e-005**	**9.8900e-003**	**6.0000e-005**	**9.9400e-003**	**2.6200e-003**	**5.0000e-005**	**2.6800e-003**		**8.2821**	**8.2821**	**2.1000e-004**		**8.2875**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422
Parking Lot	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
NaturalGas Unmitigated	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885

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					
General Office Building	20.1822	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
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		**2.2000e-004**	**1.9800e-003**	**1.6600e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**2.3744**	**2.3744**	**5.0000e-005**	**4.0000e-005**	**2.3885**

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					
General Office Building	0.0201822	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
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		**2.2000e-004**	**1.9800e-003**	**1.6600e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**2.3744**	**2.3744**	**5.0000e-005**	**4.0000e-005**	**2.3885**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Unmitigated	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.5000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Total	**0.0152**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3000e-004**	**1.3000e-004**	**0.0000**		**1.4000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.5000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Total	**0.0152**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3000e-004**	**1.3000e-004**	**0.0000**		**1.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.45	1000sqft	0.67	450.00	0
Parking Lot	0.13	Acre	0.13	5,662.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access - San Luis Obispo County, Winter

Project Characteristics - Utility CO2 intensity factor based upon PG&E 2018 Corporate Responsibilty and Sustainability Report.

Land Use - Lot acreage of kiosk/concession area ("general office building") adjusted to account for total of 0.8-acre preojct site area.

Construction Phase - Total construction duration estimated to be 3 months. Building construction is for 450 sq ft kiosk/concession area - reduced total Building Construction phase duration to 40 days.

Trips and VMT - Increased vendor trips from 0 to 4 and from 1 to 6 to account for one to two round-trips per day for water trucks. Increased haul truck trips to assume hauling may occur over more than one day.

Demolition -

Vehicle Trips - No change in operational use and related vehicle trips.

Consumer Products -

Area Coating -

Landscape Equipment - No change in operational landscape / vegetation maintenance requirements.

Energy Use -

Land Use Change - Vegetation land use change based upon habitat mapping, but should note that existing deteriorating trees impacted by fungal disease will also be replaced.

Construction Off-road Equipment Mitigation - Assume mitigation of watering exposed areas at least twice daily (55% PM reduction).

Off-road Equipment - Added excavator for moving utilities to underground.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	40.00
tblLandUse	LotAcreage	0.01	0.67
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	HaulingTripNumber	2.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	1.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.5149	7.6512	11.0069	0.0187	0.8702	0.3590	1.2291	0.4454	0.3405	0.7859	0.0000	1,808.2898	1,808.2898	0.3773	0.0000	1,817.7214
Maximum	**3.5149**	**7.6512**	**11.0069**	**0.0187**	**0.8702**	**0.3590**	**1.2291**	**0.4454**	**0.3405**	**0.7859**	**0.0000**	**1,808.2898**	**1,808.2898**	**0.3773**	**0.0000**	**1,817.7214**

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					
2023	3.5149	7.1578	11.0069	0.0187	0.4562	0.3590	0.8151	0.2178	0.3405	0.5583	0.0000	1,808.2898	1,808.2898	0.3773	0.0000	1,817.7214
Maximum	**3.5149**	**7.1578**	**11.0069**	**0.0187**	**0.4562**	**0.3590**	**0.8151**	**0.2178**	**0.3405**	**0.5583**	**0.0000**	**1,808.2898**	**1,808.2898**	**0.3773**	**0.0000**	**1,817.7214**

	ROG	NOx	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**	**6.45**	**0.00**	**0.00**	**47.58**	**0.00**	**33.68**	**51.10**	**0.00**	**28.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Energy	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0154**	**1.9800e-003**	**1.7200e-003**	**1.0000e-005**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**1.5000e-004**		**2.3745**	**2.3745**	**5.0000e-005**	**4.0000e-005**	**2.3886**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Energy	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0154**	**1.9800e-003**	**1.7200e-003**	**1.0000e-005**	**0.0000**	**1.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**1.5000e-004**		**2.3745**	**2.3745**	**5.0000e-005**	**4.0000e-005**	**2.3886**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/18/2023	5	2	
4	Building Construction	Building Construction	1/19/2023	3/15/2023	5	40	
5	Paving	Paving	3/16/2023	3/22/2023	5	5	
6	Architectural Coating	Architectural Coating	3/22/2023	3/28/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.13

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 675; Non-Residential Outdoor: 225; Striped Parking Area: 340 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach & Oceano Dunes SVRA PWP - Butterfly Grove Public Access - San Luis Obispo County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38

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	4	10.00	4.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	8.0300e-003	0.0000	8.0300e-003			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.0530**	**0.2821**	**0.3351**	**8.0300e-003**	**0.2698**	**0.2778**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.2700e-003	0.1153	0.0355	4.4000e-004	0.0105	3.1000e-004	0.0108	2.8700e-003	2.9000e-004	3.1700e-003		47.9150	47.9150	2.8600e-003		47.9865
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0403	0.0293	0.2612	7.9000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		78.9451	78.9451	2.0600e-003		78.9968
Total	**0.0525**	**0.4392**	**0.3920**	**1.9900e-003**	**0.1279**	**1.3500e-003**	**0.1293**	**0.0344**	**1.2600e-003**	**0.0357**		**207.6937**	**207.6937**	**9.4400e-003**		**207.9297**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0239	0.0000	0.0239	3.6100e-003	0.0000	3.6100e-003			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.0239**	**0.2821**	**0.3060**	**3.6100e-003**	**0.2698**	**0.2734**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.2700e-003	0.1153	0.0355	4.4000e-004	0.0105	3.1000e-004	0.0108	2.8700e-003	2.9000e-004	3.1700e-003		47.9150	47.9150	2.8600e-003		47.9865
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0403	0.0293	0.2612	7.9000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		78.9451	78.9451	2.0600e-003		78.9968
Total	**0.0525**	**0.4392**	**0.3920**	**1.9900e-003**	**0.1279**	**1.3500e-003**	**0.1293**	**0.0344**	**1.2600e-003**	**0.0357**		**207.6937**	**207.6937**	**9.4400e-003**		**207.9297**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0201	0.0146	0.1306	4.0000e-004	0.0494	2.9000e-004	0.0497	0.0131	2.7000e-004	0.0134		39.4726	39.4726	1.0300e-003		39.4984
Total	**0.0291**	**0.3093**	**0.2259**	**1.1600e-003**	**0.0680**	**7.5000e-004**	**0.0688**	**0.0185**	**7.1000e-004**	**0.0192**		**120.3061**	**120.3061**	**5.5500e-003**		**120.4448**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.2386**	**0.2266**	**0.4652**	**0.0258**	**0.2084**	**0.2342**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0201	0.0146	0.1306	4.0000e-004	0.0494	2.9000e-004	0.0497	0.0131	2.7000e-004	0.0134		39.4726	39.4726	1.0300e-003		39.4984
Total	**0.0291**	**0.3093**	**0.2259**	**1.1600e-003**	**0.0680**	**7.5000e-004**	**0.0688**	**0.0185**	**7.1000e-004**	**0.0192**		**120.3061**	**120.3061**	**5.5500e-003**		**120.4448**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8350	7.3273	10.6504	0.0172		0.3579	0.3579		0.3395	0.3395		1,648.5112	1,648.5112	0.3707		1,657.7782
Total	**0.8350**	**7.3273**	**10.6504**	**0.0172**	**0.7528**	**0.3579**	**1.1107**	**0.4138**	**0.3395**	**0.7533**		**1,648.5112**	**1,648.5112**	**0.3707**		**1,657.7782**

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0403	0.0293	0.2612	7.9000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		78.9451	78.9451	2.0600e-003		78.9968
Total	**0.0492**	**0.3239**	**0.3565**	**1.5500e-003**	**0.1174**	**1.0400e-003**	**0.1185**	**0.0316**	**9.7000e-004**	**0.0325**		**159.7787**	**159.7787**	**6.5800e-003**		**159.9432**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.8350	5.7787	10.6504	0.0172		0.3579	0.3579		0.3395	0.3395	0.0000	1,648.5112	1,648.5112	0.3707		1,657.7782
Total	**0.8350**	**5.7787**	**10.6504**	**0.0172**	**0.3387**	**0.3579**	**0.6967**	**0.1862**	**0.3395**	**0.5257**	**0.0000**	**1,648.5112**	**1,648.5112**	**0.3707**		**1,657.7782**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0403	0.0293	0.2612	7.9000e-004	0.0989	5.8000e-004	0.0994	0.0262	5.3000e-004	0.0268		78.9451	78.9451	2.0600e-003		78.9968
Total	**0.0492**	**0.3239**	**0.3565**	**1.5500e-003**	**0.1174**	**1.0400e-003**	**0.1185**	**0.0316**	**9.7000e-004**	**0.0325**		**159.7787**	**159.7787**	**6.5800e-003**		**159.9432**

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0134	0.4420	0.1429	1.1400e-003	0.0279	6.8000e-004	0.0286	8.0300e-003	6.5000e-004	8.6800e-003		121.2503	121.2503	6.7700e-003		121.4197
Worker	0.0121	8.7800e-003	0.0784	2.4000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		23.6835	23.6835	6.2000e-004		23.6990
Total	**0.0255**	**0.4508**	**0.2213**	**1.3800e-003**	**0.0575**	**8.5000e-004**	**0.0584**	**0.0159**	**8.1000e-004**	**0.0167**		**144.9339**	**144.9339**	**7.3900e-003**		**145.1187**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0134	0.4420	0.1429	1.1400e-003	0.0279	6.8000e-004	0.0286	8.0300e-003	6.5000e-004	8.6800e-003		121.2503	121.2503	6.7700e-003		121.4197
Worker	0.0121	8.7800e-003	0.0784	2.4000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0300e-003		23.6835	23.6835	6.2000e-004		23.6990
Total	**0.0255**	**0.4508**	**0.2213**	**1.3800e-003**	**0.0575**	**8.5000e-004**	**0.0584**	**0.0159**	**8.1000e-004**	**0.0167**		**144.9339**	**144.9339**	**7.3900e-003**		**145.1187**

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	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6793**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0725	0.0527	0.4702	1.4300e-003	0.1780	1.0400e-003	0.1790	0.0472	9.6000e-004	0.0482		142.1013	142.1013	3.7200e-003		142.1942
Total	**0.0814**	**0.3473**	**0.5655**	**2.1900e-003**	**0.1965**	**1.5000e-003**	**0.1980**	**0.0526**	**1.4000e-003**	**0.0540**		**222.9348**	**222.9348**	**8.2400e-003**		**223.1406**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6793**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.9200e-003	0.2947	0.0953	7.6000e-004	0.0186	4.6000e-004	0.0190	5.3500e-003	4.4000e-004	5.7900e-003		80.8336	80.8336	4.5200e-003		80.9465
Worker	0.0725	0.0527	0.4702	1.4300e-003	0.1780	1.0400e-003	0.1790	0.0472	9.6000e-004	0.0482		142.1013	142.1013	3.7200e-003		142.1942
Total	**0.0814**	**0.3473**	**0.5655**	**2.1900e-003**	**0.1965**	**1.5000e-003**	**0.1980**	**0.0526**	**1.4000e-003**	**0.0540**		**222.9348**	**222.9348**	**8.2400e-003**		**223.1406**

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	2.5585					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	**2.7502**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0300e-003	2.9300e-003	0.0261	8.0000e-005	9.8900e-003	6.0000e-005	9.9400e-003	2.6200e-003	5.0000e-005	2.6800e-003		7.8945	7.8945	2.1000e-004		7.8997
Total	**4.0300e-003**	**2.9300e-003**	**0.0261**	**8.0000e-005**	**9.8900e-003**	**6.0000e-005**	**9.9400e-003**	**2.6200e-003**	**5.0000e-005**	**2.6800e-003**		**7.8945**	**7.8945**	**2.1000e-004**		**7.8997**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.5585					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	**2.7502**	**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**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0300e-003	2.9300e-003	0.0261	8.0000e-005	9.8900e-003	6.0000e-005	9.9400e-003	2.6200e-003	5.0000e-005	2.6800e-003		7.8945	7.8945	2.1000e-004		7.8997
Total	**4.0300e-003**	**2.9300e-003**	**0.0261**	**8.0000e-005**	**9.8900e-003**	**6.0000e-005**	**9.9400e-003**	**2.6200e-003**	**5.0000e-005**	**2.6800e-003**		**7.8945**	**7.8945**	**2.1000e-004**		**7.8997**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422
Parking Lot	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
NaturalGas Unmitigated	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885

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					
General Office Building	20.1822	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
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		**2.2000e-004**	**1.9800e-003**	**1.6600e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**2.3744**	**2.3744**	**5.0000e-005**	**4.0000e-005**	**2.3885**

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					
General Office Building	0.0201822	2.2000e-004	1.9800e-003	1.6600e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3744	2.3744	5.0000e-005	4.0000e-005	2.3885
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		**2.2000e-004**	**1.9800e-003**	**1.6600e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**2.3744**	**2.3744**	**5.0000e-005**	**4.0000e-005**	**2.3885**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Unmitigated	0.0152	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.5000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Total	**0.0152**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3000e-004**	**1.3000e-004**	**0.0000**		**1.4000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.5000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		1.3000e-004	1.3000e-004	0.0000		1.4000e-004
Total	**0.0152**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.3000e-004**	**1.3000e-004**	**0.0000**		**1.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oceano Campground

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.95	Acre	1.95	84,942.00	0
Other Non-Asphalt Surfaces	1.45	Acre	1.45	63,162.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project.

Land Use -

Construction Phase - No physical buildings being constructed, so removed this phase and proportionally increased other phases to account for 9-month construction duration.

Trips and VMT - Adjusted vendor and haul truck trips mannually to account for water trucks and some material deliveries during site prep and grading.

Demolition -

Grading -

Energy Use -

Land Use Change - Per project description, construction will be limited to developed footprint and not encroach upon riparian or existing native plant garden.

Construction Off-road Equipment Mitigation - Mitigation with watering exposed area 2 times daily.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	57.00
tblConstructionPhase	NumDays	5.00	14.00
tblConstructionPhase	NumDays	8.00	23.00
tblConstructionPhase	NumDays	18.00	51.00
tblConstructionPhase	NumDays	18.00	51.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1681	1.2521	1.2619	2.4600e-003	0.2196	0.0561	0.2757	0.1128	0.0521	0.1649	0.0000	215.7743	215.7743	0.0585	0.0000	217.2363
Maximum	**0.1681**	**1.2521**	**1.2619**	**2.4600e-003**	**0.2196**	**0.0561**	**0.2757**	**0.1128**	**0.0521**	**0.1649**	**0.0000**	**215.7743**	**215.7743**	**0.0585**	**0.0000**	**217.2363**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1681	1.2521	1.2619	2.4600e-003	0.1079	0.0561	0.1640	0.0532	0.0521	0.1053	0.0000	215.7741	215.7741	0.0585	0.0000	217.2361
Maximum	**0.1681**	**1.2521**	**1.2619**	**2.4600e-003**	**0.1079**	**0.0561**	**0.1640**	**0.0532**	**0.0521**	**0.1053**	**0.0000**	**215.7741**	**215.7741**	**0.0585**	**0.0000**	**217.2361**

	ROG	NOx	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**	**50.88**	**0.00**	**40.52**	**52.85**	**0.00**	**36.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Pismo State Beach and Oceano Dunes PWP - Oceano Campground - San Luis Obispo County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2024	3-31-2024	0.7949	0.7949
2	4-1-2024	6-30-2024	0.4792	0.4792
3	7-1-2024	9-30-2024	0.1354	0.1354
		Highest	0.7949	0.7949

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	0.0127	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0127**	**0.0000**	**6.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.2000e-004**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0127	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0127**	**0.0000**	**6.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.2000e-004**

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-68.2724
Total	**-68.2724**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	3/19/2024	5	57	
2	Site Preparation	Site Preparation	3/20/2024	4/8/2024	5	14	
3	Grading	Grading	4/9/2024	5/9/2024	5	23	
4	Paving	Paving	5/10/2024	7/19/2024	5	51	
5	Architectural Coating	Architectural Coating	7/20/2024	9/30/2024	5	51	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11.5

Acres of Paving: 3.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 8,886 (Architectural Coating – sqft)

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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	4.00	12.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3300e-003	0.0000	1.3300e-003	2.0000e-004	0.0000	2.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0640	0.5950	0.5617	1.1100e-003		0.0274	0.0274		0.0254	0.0254	0.0000	96.8887	96.8887	0.0271	0.0000	97.5664
Total	**0.0640**	**0.5950**	**0.5617**	**1.1100e-003**	**1.3300e-003**	**0.0274**	**0.0287**	**2.0000e-004**	**0.0254**	**0.0256**	**0.0000**	**96.8887**	**96.8887**	**0.0271**	**0.0000**	**97.5664**

3.2 Demolition - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.1100e-003	3.4000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4357	0.4357	3.0000e-005	0.0000	0.4363
Vendor	2.3000e-004	8.3100e-003	2.4200e-003	2.0000e-005	5.2000e-004	1.0000e-005	5.3000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1180	2.1180	1.1000e-004	0.0000	2.1208
Worker	1.4500e-003	1.1100e-003	0.0103	3.0000e-005	4.1200e-003	2.0000e-005	4.1400e-003	1.0900e-003	2.0000e-005	1.1200e-003	0.0000	2.9666	2.9666	7.0000e-005	0.0000	2.9684
Total	**1.7100e-003**	**0.0105**	**0.0130**	**5.0000e-005**	**4.7400e-003**	**3.0000e-005**	**4.7800e-003**	**1.2700e-003**	**3.0000e-005**	**1.3100e-003**	**0.0000**	**5.5203**	**5.5203**	**2.1000e-004**	**0.0000**	**5.5256**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.0000e-004	0.0000	6.0000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0640	0.5950	0.5617	1.1100e-003		0.0274	0.0274		0.0254	0.0254	0.0000	96.8886	96.8886	0.0271	0.0000	97.5663
Total	**0.0640**	**0.5950**	**0.5617**	**1.1100e-003**	**6.0000e-004**	**0.0274**	**0.0280**	**9.0000e-005**	**0.0254**	**0.0255**	**0.0000**	**96.8886**	**96.8886**	**0.0271**	**0.0000**	**97.5663**

3.2 Demolition - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.1100e-003	3.4000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4357	0.4357	3.0000e-005	0.0000	0.4363
Vendor	2.3000e-004	8.3100e-003	2.4200e-003	2.0000e-005	5.2000e-004	1.0000e-005	5.3000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	2.1180	2.1180	1.1000e-004	0.0000	2.1208
Worker	1.4500e-003	1.1100e-003	0.0103	3.0000e-005	4.1200e-003	2.0000e-005	4.1400e-003	1.0900e-003	2.0000e-005	1.1200e-003	0.0000	2.9666	2.9666	7.0000e-005	0.0000	2.9684
Total	**1.7100e-003**	**0.0105**	**0.0130**	**5.0000e-005**	**4.7400e-003**	**3.0000e-005**	**4.7800e-003**	**1.2700e-003**	**3.0000e-005**	**1.3100e-003**	**0.0000**	**5.5203**	**5.5203**	**2.1000e-004**	**0.0000**	**5.5256**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1265	0.0000	0.1265	0.0695	0.0000	0.0695	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0186	0.1902	0.1284	2.7000e-004		8.6100e-003	8.6100e-003		7.9200e-003	7.9200e-003	0.0000	23.4199	23.4199	7.5700e-003	0.0000	23.6093
Total	**0.0186**	**0.1902**	**0.1284**	**2.7000e-004**	**0.1265**	**8.6100e-003**	**0.1351**	**0.0695**	**7.9200e-003**	**0.0774**	**0.0000**	**23.4199**	**23.4199**	**7.5700e-003**	**0.0000**	**23.6093**

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	3.0600e-003	8.9000e-004	1.0000e-005	1.9000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.7803	0.7803	4.0000e-005	0.0000	0.7814
Worker	4.3000e-004	3.3000e-004	3.0300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.8744	0.8744	2.0000e-005	0.0000	0.8749
Total	**5.2000e-004**	**3.3900e-003**	**3.9200e-003**	**2.0000e-005**	**1.4000e-003**	**1.0000e-005**	**1.4200e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.6547**	**1.6547**	**6.0000e-005**	**0.0000**	**1.6563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0569	0.0000	0.0569	0.0313	0.0000	0.0313	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0186	0.1902	0.1284	2.7000e-004		8.6100e-003	8.6100e-003		7.9200e-003	7.9200e-003	0.0000	23.4199	23.4199	7.5700e-003	0.0000	23.6093
Total	**0.0186**	**0.1902**	**0.1284**	**2.7000e-004**	**0.0569**	**8.6100e-003**	**0.0655**	**0.0313**	**7.9200e-003**	**0.0392**	**0.0000**	**23.4199**	**23.4199**	**7.5700e-003**	**0.0000**	**23.6093**

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	3.0600e-003	8.9000e-004	1.0000e-005	1.9000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.7803	0.7803	4.0000e-005	0.0000	0.7814
Worker	4.3000e-004	3.3000e-004	3.0300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.8744	0.8744	2.0000e-005	0.0000	0.8749
Total	**5.2000e-004**	**3.3900e-003**	**3.9200e-003**	**2.0000e-005**	**1.4000e-003**	**1.0000e-005**	**1.4200e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.6547**	**1.6547**	**6.0000e-005**	**0.0000**	**1.6563**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0754	0.0000	0.0754	0.0387	0.0000	0.0387	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0191	0.1959	0.1697	3.4000e-004		8.3300e-003	8.3300e-003		7.6600e-003	7.6600e-003	0.0000	29.9735	29.9735	9.6900e-003	0.0000	30.2159
Total	**0.0191**	**0.1959**	**0.1697**	**3.4000e-004**	**0.0754**	**8.3300e-003**	**0.0837**	**0.0387**	**7.6600e-003**	**0.0464**	**0.0000**	**29.9735**	**29.9735**	**9.6900e-003**	**0.0000**	**30.2159**

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4000e-004	5.0300e-003	1.4700e-003	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2819	1.2819	7.0000e-005	0.0000	1.2836
Worker	5.8000e-004	4.5000e-004	4.1500e-003	1.0000e-005	1.6600e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.1971	1.1971	3.0000e-005	0.0000	1.1978
Total	**7.2000e-004**	**5.4800e-003**	**5.6200e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**2.4790**	**2.4790**	**1.0000e-004**	**0.0000**	**2.4814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0339	0.0000	0.0339	0.0174	0.0000	0.0174	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0191	0.1959	0.1697	3.4000e-004		8.3300e-003	8.3300e-003		7.6600e-003	7.6600e-003	0.0000	29.9735	29.9735	9.6900e-003	0.0000	30.2158
Total	**0.0191**	**0.1959**	**0.1697**	**3.4000e-004**	**0.0339**	**8.3300e-003**	**0.0422**	**0.0174**	**7.6600e-003**	**0.0251**	**0.0000**	**29.9735**	**29.9735**	**9.6900e-003**	**0.0000**	**30.2158**

3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4000e-004	5.0300e-003	1.4700e-003	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2819	1.2819	7.0000e-005	0.0000	1.2836
Worker	5.8000e-004	4.5000e-004	4.1500e-003	1.0000e-005	1.6600e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.1971	1.1971	3.0000e-005	0.0000	1.1978
Total	**7.2000e-004**	**5.4800e-003**	**5.6200e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**2.4790**	**2.4790**	**1.0000e-004**	**0.0000**	**2.4814**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0225	0.2110	0.3116	4.8000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	41.7698	41.7698	0.0131	0.0000	42.0979
Paving	2.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0250**	**0.2110**	**0.3116**	**4.8000e-004**		**0.0102**	**0.0102**		**9.4000e-003**	**9.4000e-003**	**0.0000**	**41.7698**	**41.7698**	**0.0131**	**0.0000**	**42.0979**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	7.4400e-003	2.1700e-003	2.0000e-005	4.6000e-004	1.0000e-005	4.7000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.8950	1.8950	1.0000e-004	0.0000	1.8976
Worker	1.7300e-003	1.3200e-003	0.0123	4.0000e-005	4.9100e-003	3.0000e-005	4.9400e-003	1.3000e-003	3.0000e-005	1.3300e-003	0.0000	3.5391	3.5391	9.0000e-005	0.0000	3.5413
Total	**1.9400e-003**	**8.7600e-003**	**0.0144**	**6.0000e-005**	**5.3700e-003**	**4.0000e-005**	**5.4100e-003**	**1.4300e-003**	**4.0000e-005**	**1.4700e-003**	**0.0000**	**5.4342**	**5.4342**	**1.9000e-004**	**0.0000**	**5.4389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0225	0.2110	0.3116	4.8000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	41.7698	41.7698	0.0131	0.0000	42.0979
Paving	2.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0250**	**0.2110**	**0.3116**	**4.8000e-004**		**0.0102**	**0.0102**		**9.4000e-003**	**9.4000e-003**	**0.0000**	**41.7698**	**41.7698**	**0.0131**	**0.0000**	**42.0979**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	7.4400e-003	2.1700e-003	2.0000e-005	4.6000e-004	1.0000e-005	4.7000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.8950	1.8950	1.0000e-004	0.0000	1.8976
Worker	1.7300e-003	1.3200e-003	0.0123	4.0000e-005	4.9100e-003	3.0000e-005	4.9400e-003	1.3000e-003	3.0000e-005	1.3300e-003	0.0000	3.5391	3.5391	9.0000e-005	0.0000	3.5413
Total	**1.9400e-003**	**8.7600e-003**	**0.0144**	**6.0000e-005**	**5.3700e-003**	**4.0000e-005**	**5.4100e-003**	**1.4300e-003**	**4.0000e-005**	**1.4700e-003**	**0.0000**	**5.4342**	**5.4342**	**1.9000e-004**	**0.0000**	**5.4389**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0309					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6100e-003	0.0311	0.0462	8.0000e-005		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	6.5108	6.5108	3.7000e-004	0.0000	6.5200
Total	**0.0355**	**0.0311**	**0.0462**	**8.0000e-005**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**6.5108**	**6.5108**	**3.7000e-004**	**0.0000**	**6.5200**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.9000e-004	7.3600e-003	2.0000e-005	2.9500e-003	2.0000e-005	2.9600e-003	7.8000e-004	2.0000e-005	8.0000e-004	0.0000	2.1235	2.1235	5.0000e-005	0.0000	2.1248
Total	**1.0400e-003**	**7.9000e-004**	**7.3600e-003**	**2.0000e-005**	**2.9500e-003**	**2.0000e-005**	**2.9600e-003**	**7.8000e-004**	**2.0000e-005**	**8.0000e-004**	**0.0000**	**2.1235**	**2.1235**	**5.0000e-005**	**0.0000**	**2.1248**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0309					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6100e-003	0.0311	0.0462	8.0000e-005		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	6.5108	6.5108	3.7000e-004	0.0000	6.5200
Total	**0.0355**	**0.0311**	**0.0462**	**8.0000e-005**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**6.5108**	**6.5108**	**3.7000e-004**	**0.0000**	**6.5200**

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.9000e-004	7.3600e-003	2.0000e-005	2.9500e-003	2.0000e-005	2.9600e-003	7.8000e-004	2.0000e-005	8.0000e-004	0.0000	2.1235	2.1235	5.0000e-005	0.0000	2.1248
Total	**1.0400e-003**	**7.9000e-004**	**7.3600e-003**	**2.0000e-005**	**2.9500e-003**	**2.0000e-005**	**2.9600e-003**	**7.8000e-004**	**2.0000e-005**	**8.0000e-004**	**0.0000**	**2.1235**	**2.1235**	**5.0000e-005**	**0.0000**	**2.1248**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	13.00	5.00	5.00	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
Other Asphalt Surfaces	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098
Other Non-Asphalt Surfaces	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

	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					
Other 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
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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0127	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.2000e-004
Unmitigated	0.0127	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.2000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.5700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.2000e-004
Total	**0.0127**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.2000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.5700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.1000e-004	1.1000e-004	0.0000	0.0000	1.2000e-004
Total	**0.0127**	**0.0000**	**6.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.1000e-004**	**1.1000e-004**	**0.0000**	**0.0000**	**1.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-68.2724	0.0000	0.0000	-68.2724

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	0.148 / 0	-2.1164	0.0000	0.0000	-2.1164
Trees	0.596 / 0	-66.1560	0.0000	0.0000	-66.1560
Total		**-68.2724**	**0.0000**	**0.0000**	**-68.2724**

Pismo State Beach and Oceano Dunes PWP - Oceano Campground

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.95	Acre	1.95	84,942.00	0
Other Non-Asphalt Surfaces	1.45	Acre	1.45	63,162.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project.

Land Use -

Construction Phase - No physical buildings being constructed, so removed this phase and proportionally increased other phases to account for 9-month construction duration.

Trips and VMT - Adjusted vendor and haul truck trips mannually to account for water trucks and some material deliveries during site prep and grading.

Demolition -

Grading -

Energy Use -

Land Use Change - Per project description, construction will be limited to developed footprint and not encroach upon riparian or existing native plant garden.

Construction Off-road Equipment Mitigation - Mitigation with watering exposed area 2 times daily.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	57.00
tblConstructionPhase	NumDays	5.00	14.00
tblConstructionPhase	NumDays	8.00	23.00
tblConstructionPhase	NumDays	18.00	51.00
tblConstructionPhase	NumDays	18.00	51.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7322	27.6534	20.1737	0.0410	18.2721	1.2310	19.5031	9.9859	1.1325	11.1184	0.0000	3,966.8135	3,966.8135	1.2027	0.0000	3,993.2292
Maximum	**2.7322**	**27.6534**	**20.1737**	**0.0410**	**18.2721**	**1.2310**	**19.5031**	**9.9859**	**1.1325**	**11.1184**	**0.0000**	**3,966.8135**	**3,966.8135**	**1.2027**	**0.0000**	**3,993.2292**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7322	27.6534	20.1737	0.0410	8.3356	1.2310	9.5666	4.5240	1.1325	5.6565	0.0000	3,966.8135	3,966.8135	1.2027	0.0000	3,993.2292
Maximum	**2.7322**	**27.6534**	**20.1737**	**0.0410**	**8.3356**	**1.2310**	**9.5666**	**4.5240**	**1.1325**	**5.6565**	**0.0000**	**3,966.8135**	**3,966.8135**	**1.2027**	**0.0000**	**3,993.2292**

	ROG	NOx	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**	**54.38**	**0.00**	**50.95**	**54.70**	**0.00**	**49.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**0.0000**	**7.9000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**0.0000**	**7.9000e-004**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	3/19/2024	5	57	
2	Site Preparation	Site Preparation	3/20/2024	4/8/2024	5	14	
3	Grading	Grading	4/9/2024	5/9/2024	5	23	
4	Paving	Paving	5/10/2024	7/19/2024	5	51	
5	Architectural Coating	Architectural Coating	7/20/2024	9/30/2024	5	51	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11.5

Acres of Paving: 3.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 8,886 (Architectural Coating – sqft)

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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	4.00	12.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0465	0.0000	0.0465	7.0400e-003	0.0000	7.0400e-003			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.0465**	**0.9602**	**1.0067**	**7.0400e-003**	**0.8922**	**0.8992**		**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0900e-003	0.0385	0.0117	1.6000e-004	3.6800e-003	1.0000e-004	3.7800e-003	1.0100e-003	9.0000e-005	1.1000e-003		16.9633	16.9633	1.0000e-003		16.9883
Vendor	7.9300e-003	0.2904	0.0798	7.8000e-004	0.0186	4.0000e-004	0.0190	5.3500e-003	3.8000e-004	5.7300e-003		83.0273	83.0273	4.2600e-003		83.1338
Worker	0.0495	0.0349	0.3748	1.2000e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		119.4001	119.4001	2.9000e-003		119.4726
Total	**0.0586**	**0.3638**	**0.4663**	**2.1400e-003**	**0.1706**	**1.3500e-003**	**0.1719**	**0.0457**	**1.2500e-003**	**0.0469**		**219.3907**	**219.3907**	**8.1600e-003**		**219.5947**

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0209	0.0000	0.0209	3.1700e-003	0.0000	3.1700e-003			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.0209**	**0.9602**	**0.9811**	**3.1700e-003**	**0.8922**	**0.8954**	**0.0000**	**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0900e-003	0.0385	0.0117	1.6000e-004	3.6800e-003	1.0000e-004	3.7800e-003	1.0100e-003	9.0000e-005	1.1000e-003		16.9633	16.9633	1.0000e-003		16.9883
Vendor	7.9300e-003	0.2904	0.0798	7.8000e-004	0.0186	4.0000e-004	0.0190	5.3500e-003	3.8000e-004	5.7300e-003		83.0273	83.0273	4.2600e-003		83.1338
Worker	0.0495	0.0349	0.3748	1.2000e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		119.4001	119.4001	2.9000e-003		119.4726
Total	**0.0586**	**0.3638**	**0.4663**	**2.1400e-003**	**0.1706**	**1.3500e-003**	**0.1719**	**0.0457**	**1.2500e-003**	**0.0469**		**219.3907**	**219.3907**	**8.1600e-003**		**219.5947**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2956**	**9.9307**	**1.1310**	**11.0617**		**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.4355	0.1197	1.1600e-003	0.0279	6.0000e-004	0.0285	8.0300e-003	5.7000e-004	8.6000e-003		124.5410	124.5410	6.3900e-003		124.7007
Worker	0.0595	0.0419	0.4498	1.4400e-003	0.1780	1.0200e-003	0.1790	0.0472	9.4000e-004	0.0481		143.2801	143.2801	3.4800e-003		143.3671
Total	**0.0713**	**0.4774**	**0.5695**	**2.6000e-003**	**0.2058**	**1.6200e-003**	**0.2074**	**0.0552**	**1.5100e-003**	**0.0567**		**267.8211**	**267.8211**	**9.8700e-003**		**268.0678**

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**8.1298**	**1.2294**	**9.3592**	**4.4688**	**1.1310**	**5.5998**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.4355	0.1197	1.1600e-003	0.0279	6.0000e-004	0.0285	8.0300e-003	5.7000e-004	8.6000e-003		124.5410	124.5410	6.3900e-003		124.7007
Worker	0.0595	0.0419	0.4498	1.4400e-003	0.1780	1.0200e-003	0.1790	0.0472	9.4000e-004	0.0481		143.2801	143.2801	3.4800e-003		143.3671
Total	**0.0713**	**0.4774**	**0.5695**	**2.6000e-003**	**0.2058**	**1.6200e-003**	**0.2074**	**0.0552**	**1.5100e-003**	**0.0567**		**267.8211**	**267.8211**	**9.8700e-003**		**268.0678**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.6617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.6617**	**17.0310**	**14.7594**	**0.0297**	**6.5523**	**0.7244**	**7.2768**	**3.3675**	**0.6665**	**4.0340**		**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.4355	0.1197	1.1600e-003	0.0279	6.0000e-004	0.0285	8.0300e-003	5.7000e-004	8.6000e-003		124.5410	124.5410	6.3900e-003		124.7007
Worker	0.0495	0.0349	0.3748	1.2000e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		119.4001	119.4001	2.9000e-003		119.4726
Total	**0.0614**	**0.4705**	**0.4945**	**2.3600e-003**	**0.1762**	**1.4500e-003**	**0.1776**	**0.0474**	**1.3500e-003**	**0.0487**		**243.9411**	**243.9411**	**9.2900e-003**		**244.1733**

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.6617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.6617**	**17.0310**	**14.7594**	**0.0297**	**2.9486**	**0.7244**	**3.6730**	**1.5154**	**0.6665**	**2.1818**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.4355	0.1197	1.1600e-003	0.0279	6.0000e-004	0.0285	8.0300e-003	5.7000e-004	8.6000e-003		124.5410	124.5410	6.3900e-003		124.7007
Worker	0.0495	0.0349	0.3748	1.2000e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		119.4001	119.4001	2.9000e-003		119.4726
Total	**0.0614**	**0.4705**	**0.4945**	**2.3600e-003**	**0.1762**	**1.4500e-003**	**0.1776**	**0.0474**	**1.3500e-003**	**0.0487**		**243.9411**	**243.9411**	**9.2900e-003**		**244.1733**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.1002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9816**	**8.2730**	**12.2210**	**0.0189**		**0.3987**	**0.3987**		**0.3685**	**0.3685**		**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.9300e-003	0.2904	0.0798	7.8000e-004	0.0186	4.0000e-004	0.0190	5.3500e-003	3.8000e-004	5.7300e-003		83.0273	83.0273	4.2600e-003		83.1338
Worker	0.0661	0.0466	0.4997	1.6000e-003	0.1977	1.1300e-003	0.1989	0.0524	1.0400e-003	0.0535		159.2002	159.2002	3.8600e-003		159.2968
Total	**0.0740**	**0.3369**	**0.5796**	**2.3800e-003**	**0.2163**	**1.5300e-003**	**0.2178**	**0.0578**	**1.4200e-003**	**0.0592**		**242.2275**	**242.2275**	**8.1200e-003**		**242.4306**

3.5 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.1002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9816**	**8.2730**	**12.2210**	**0.0189**		**0.3987**	**0.3987**		**0.3685**	**0.3685**	**0.0000**	**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.9300e-003	0.2904	0.0798	7.8000e-004	0.0186	4.0000e-004	0.0190	5.3500e-003	3.8000e-004	5.7300e-003		83.0273	83.0273	4.2600e-003		83.1338
Worker	0.0661	0.0466	0.4997	1.6000e-003	0.1977	1.1300e-003	0.1989	0.0524	1.0400e-003	0.0535		159.2002	159.2002	3.8600e-003		159.2968
Total	**0.0740**	**0.3369**	**0.5796**	**2.3800e-003**	**0.2163**	**1.5300e-003**	**0.2178**	**0.0578**	**1.4200e-003**	**0.0592**		**242.2275**	**242.2275**	**8.1200e-003**		**242.4306**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**1.3921**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0279	0.2998	9.6000e-004	0.1186	6.8000e-004	0.1193	0.0315	6.3000e-004	0.0321		95.5201	95.5201	2.3200e-003		95.5781
Total	**0.0396**	**0.0279**	**0.2998**	**9.6000e-004**	**0.1186**	**6.8000e-004**	**0.1193**	**0.0315**	**6.3000e-004**	**0.0321**		**95.5201**	**95.5201**	**2.3200e-003**		**95.5781**

3.6 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**1.3921**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0396	0.0279	0.2998	9.6000e-004	0.1186	6.8000e-004	0.1193	0.0315	6.3000e-004	0.0321		95.5201	95.5201	2.3200e-003		95.5781
Total	**0.0396**	**0.0279**	**0.2998**	**9.6000e-004**	**0.1186**	**6.8000e-004**	**0.1193**	**0.0315**	**6.3000e-004**	**0.0321**		**95.5201**	**95.5201**	**2.3200e-003**		**95.5781**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	13.00	5.00	5.00	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
Other Asphalt Surfaces	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098
Other Non-Asphalt Surfaces	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

	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					
Other 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
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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Unmitigated	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0169					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0525					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**		**7.9000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0169					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0525					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**		**7.9000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oceano Campground

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.95	Acre	1.95	84,942.00	0
Other Non-Asphalt Surfaces	1.45	Acre	1.45	63,162.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project.

Land Use -

Construction Phase - No physical buildings being constructed, so removed this phase and proportionally increased other phases to account for 9-month construction duration.

Trips and VMT - Adjusted vendor and haul truck trips mannually to account for water trucks and some material deliveries during site prep and grading.

Demolition -

Grading -

Energy Use -

Land Use Change - Per project description, construction will be limited to developed footprint and not encroach upon riparian or existing native plant garden.

Construction Off-road Equipment Mitigation - Mitigation with watering exposed area 2 times daily.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	57.00
tblConstructionPhase	NumDays	5.00	14.00
tblConstructionPhase	NumDays	8.00	23.00
tblConstructionPhase	NumDays	18.00	51.00
tblConstructionPhase	NumDays	18.00	51.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7421	27.6556	20.1702	0.0409	18.2721	1.2310	19.5031	9.9859	1.1325	11.1184	0.0000	3,958.3209	3,958.3209	1.2029	0.0000	3,984.7412
Maximum	**2.7421**	**27.6556**	**20.1702**	**0.0409**	**18.2721**	**1.2310**	**19.5031**	**9.9859**	**1.1325**	**11.1184**	**0.0000**	**3,958.3209**	**3,958.3209**	**1.2029**	**0.0000**	**3,984.7412**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7421	27.6556	20.1702	0.0409	8.3356	1.2310	9.5666	4.5240	1.1325	5.6566	0.0000	3,958.3209	3,958.3209	1.2029	0.0000	3,984.7412
Maximum	**2.7421**	**27.6556**	**20.1702**	**0.0409**	**8.3356**	**1.2310**	**9.5666**	**4.5240**	**1.1325**	**5.6566**	**0.0000**	**3,958.3209**	**3,958.3209**	**1.2029**	**0.0000**	**3,984.7412**

	ROG	NOx	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**	**54.38**	**0.00**	**50.95**	**54.70**	**0.00**	**49.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**0.0000**	**7.9000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**0.0000**	**7.9000e-004**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	3/19/2024	5	57	
2	Site Preparation	Site Preparation	3/20/2024	4/8/2024	5	14	
3	Grading	Grading	4/9/2024	5/9/2024	5	23	
4	Paving	Paving	5/10/2024	7/19/2024	5	51	
5	Architectural Coating	Architectural Coating	7/20/2024	9/30/2024	5	51	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11.5

Acres of Paving: 3.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 8,886 (Architectural Coating – sqft)

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	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	4.00	12.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	6.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0465	0.0000	0.0465	7.0400e-003	0.0000	7.0400e-003			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.0465**	**0.9602**	**1.0067**	**7.0400e-003**	**0.8922**	**0.8992**		**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1200e-003	0.0386	0.0123	1.5000e-004	3.6800e-003	1.0000e-004	3.7800e-003	1.0100e-003	9.0000e-005	1.1000e-003		16.6950	16.6950	1.0300e-003		16.7207
Vendor	8.4600e-003	0.2880	0.0896	7.5000e-004	0.0186	4.2000e-004	0.0190	5.3500e-003	4.0000e-004	5.7500e-003		80.3887	80.3887	4.5400e-003		80.5022
Worker	0.0571	0.0396	0.3610	1.1400e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		113.8144	113.8144	2.7800e-003		113.8838
Total	**0.0667**	**0.3662**	**0.4629**	**2.0400e-003**	**0.1706**	**1.3700e-003**	**0.1719**	**0.0457**	**1.2700e-003**	**0.0470**		**210.8981**	**210.8981**	**8.3500e-003**		**211.1067**

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0209	0.0000	0.0209	3.1700e-003	0.0000	3.1700e-003			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	**2.2437**	**20.8781**	**19.7073**	**0.0388**	**0.0209**	**0.9602**	**0.9811**	**3.1700e-003**	**0.8922**	**0.8954**	**0.0000**	**3,747.4228**	**3,747.4228**	**1.0485**		**3,773.6345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1200e-003	0.0386	0.0123	1.5000e-004	3.6800e-003	1.0000e-004	3.7800e-003	1.0100e-003	9.0000e-005	1.1000e-003		16.6950	16.6950	1.0300e-003		16.7207
Vendor	8.4600e-003	0.2880	0.0896	7.5000e-004	0.0186	4.2000e-004	0.0190	5.3500e-003	4.0000e-004	5.7500e-003		80.3887	80.3887	4.5400e-003		80.5022
Worker	0.0571	0.0396	0.3610	1.1400e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		113.8144	113.8144	2.7800e-003		113.8838
Total	**0.0667**	**0.3662**	**0.4629**	**2.0400e-003**	**0.1706**	**1.3700e-003**	**0.1719**	**0.0457**	**1.2700e-003**	**0.0470**		**210.8981**	**210.8981**	**8.3500e-003**		**211.1067**

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2956**	**9.9307**	**1.1310**	**11.0617**		**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0127	0.4321	0.1344	1.1300e-003	0.0279	6.3000e-004	0.0285	8.0300e-003	6.0000e-004	8.6300e-003		120.5831	120.5831	6.8100e-003		120.7533
Worker	0.0685	0.0475	0.4332	1.3700e-003	0.1780	1.0200e-003	0.1790	0.0472	9.4000e-004	0.0481		136.5772	136.5772	3.3300e-003		136.6605
Total	**0.0812**	**0.4796**	**0.5676**	**2.5000e-003**	**0.2058**	**1.6500e-003**	**0.2075**	**0.0552**	**1.5400e-003**	**0.0568**		**257.1603**	**257.1603**	**0.0101**		**257.4139**

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**8.1298**	**1.2294**	**9.3592**	**4.4688**	**1.1310**	**5.5998**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0127	0.4321	0.1344	1.1300e-003	0.0279	6.3000e-004	0.0285	8.0300e-003	6.0000e-004	8.6300e-003		120.5831	120.5831	6.8100e-003		120.7533
Worker	0.0685	0.0475	0.4332	1.3700e-003	0.1780	1.0200e-003	0.1790	0.0472	9.4000e-004	0.0481		136.5772	136.5772	3.3300e-003		136.6605
Total	**0.0812**	**0.4796**	**0.5676**	**2.5000e-003**	**0.2058**	**1.6500e-003**	**0.2075**	**0.0552**	**1.5400e-003**	**0.0568**		**257.1603**	**257.1603**	**0.0101**		**257.4139**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.6617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.6617**	**17.0310**	**14.7594**	**0.0297**	**6.5523**	**0.7244**	**7.2768**	**3.3675**	**0.6665**	**4.0340**		**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0127	0.4321	0.1344	1.1300e-003	0.0279	6.3000e-004	0.0285	8.0300e-003	6.0000e-004	8.6300e-003		120.5831	120.5831	6.8100e-003		120.7533
Worker	0.0571	0.0396	0.3610	1.1400e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		113.8144	113.8144	2.7800e-003		113.8838
Total	**0.0698**	**0.4717**	**0.4954**	**2.2700e-003**	**0.1762**	**1.4800e-003**	**0.1776**	**0.0474**	**1.3800e-003**	**0.0487**		**234.3974**	**234.3974**	**9.5900e-003**		**234.6371**

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.6617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.6617**	**17.0310**	**14.7594**	**0.0297**	**2.9486**	**0.7244**	**3.6730**	**1.5154**	**0.6665**	**2.1818**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0127	0.4321	0.1344	1.1300e-003	0.0279	6.3000e-004	0.0285	8.0300e-003	6.0000e-004	8.6300e-003		120.5831	120.5831	6.8100e-003		120.7533
Worker	0.0571	0.0396	0.3610	1.1400e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		113.8144	113.8144	2.7800e-003		113.8838
Total	**0.0698**	**0.4717**	**0.4954**	**2.2700e-003**	**0.1762**	**1.4800e-003**	**0.1776**	**0.0474**	**1.3800e-003**	**0.0487**		**234.3974**	**234.3974**	**9.5900e-003**		**234.6371**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.1002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9816**	**8.2730**	**12.2210**	**0.0189**		**0.3987**	**0.3987**		**0.3685**	**0.3685**		**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.4600e-003	0.2880	0.0896	7.5000e-004	0.0186	4.2000e-004	0.0190	5.3500e-003	4.0000e-004	5.7500e-003		80.3887	80.3887	4.5400e-003		80.5022
Worker	0.0761	0.0528	0.4813	1.5200e-003	0.1977	1.1300e-003	0.1989	0.0524	1.0400e-003	0.0535		151.7525	151.7525	3.7000e-003		151.8451
Total	**0.0846**	**0.3408**	**0.5709**	**2.2700e-003**	**0.2163**	**1.5500e-003**	**0.2179**	**0.0578**	**1.4400e-003**	**0.0592**		**232.1412**	**232.1412**	**8.2400e-003**		**232.3473**

3.5 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.1002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9816**	**8.2730**	**12.2210**	**0.0189**		**0.3987**	**0.3987**		**0.3685**	**0.3685**	**0.0000**	**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	8.4600e-003	0.2880	0.0896	7.5000e-004	0.0186	4.2000e-004	0.0190	5.3500e-003	4.0000e-004	5.7500e-003		80.3887	80.3887	4.5400e-003		80.5022
Worker	0.0761	0.0528	0.4813	1.5200e-003	0.1977	1.1300e-003	0.1989	0.0524	1.0400e-003	0.0535		151.7525	151.7525	3.7000e-003		151.8451
Total	**0.0846**	**0.3408**	**0.5709**	**2.2700e-003**	**0.2163**	**1.5500e-003**	**0.2179**	**0.0578**	**1.4400e-003**	**0.0592**		**232.1412**	**232.1412**	**8.2400e-003**		**232.3473**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**1.3921**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0457	0.0317	0.2888	9.1000e-004	0.1186	6.8000e-004	0.1193	0.0315	6.3000e-004	0.0321		91.0515	91.0515	2.2200e-003		91.1070
Total	**0.0457**	**0.0317**	**0.2888**	**9.1000e-004**	**0.1186**	**6.8000e-004**	**0.1193**	**0.0315**	**6.3000e-004**	**0.0321**		**91.0515**	**91.0515**	**2.2200e-003**		**91.1070**

3.6 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2114					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**1.3921**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0457	0.0317	0.2888	9.1000e-004	0.1186	6.8000e-004	0.1193	0.0315	6.3000e-004	0.0321		91.0515	91.0515	2.2200e-003		91.1070
Total	**0.0457**	**0.0317**	**0.2888**	**9.1000e-004**	**0.1186**	**6.8000e-004**	**0.1193**	**0.0315**	**6.3000e-004**	**0.0321**		**91.0515**	**91.0515**	**2.2200e-003**		**91.1070**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	13.00	5.00	5.00	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
Other Asphalt Surfaces	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098
Other Non-Asphalt Surfaces	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

	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					
Other 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
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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Unmitigated	0.0694	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0169					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0525					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**		**7.9000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0169					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0525					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.4000e-004	7.4000e-004	0.0000		7.9000e-004
Total	**0.0694**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.4000e-004**	**7.4000e-004**	**0.0000**		**7.9000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - 40-Acre Trail Installation

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	4.80	User Defined Unit	4.80	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only Project.

Land Use - 4.8 acres of trail developed.

Construction Phase - 6-month construction duration of vegetation removal and trail development, followed by fence installation; no building or formal structure construction

Grading -

Trips and VMT - Increased worker trips for fence installation and added vendor trips for material delivery.

Consumer Products - Construction-only Project.

Area Coating - Construction-only Project.

Landscape Equipment - Construction-only Project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily where appropriate.

Off-road Equipment - Site preparation would include manual work and mechanical. Tail installation is light equipment. Reduced CalEEMod defualt equipment to reflect activity.

Off-road Equipment - Building Installation Phase is for fence installation, not an acutal building.

Off-road Equipment - Mix of hand and mechanical work to remove vegetation and develop trails.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	4.80
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0445	0.3297	0.4465	7.1000e-004	5.6700e-003	0.0125	0.0182	1.5300e-003	0.0120	0.0135	0.0000	58.6153	58.6153	0.0120	0.0000	58.9157
Maximum	**0.0445**	**0.3297**	**0.4465**	**7.1000e-004**	**5.6700e-003**	**0.0125**	**0.0182**	**1.5300e-003**	**0.0120**	**0.0135**	**0.0000**	**58.6153**	**58.6153**	**0.0120**	**0.0000**	**58.9157**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0445	0.3297	0.4465	7.1000e-004	5.6700e-003	0.0125	0.0182	1.5300e-003	0.0120	0.0135	0.0000	58.6152	58.6152	0.0120	0.0000	58.9157
Maximum	**0.0445**	**0.3297**	**0.4465**	**7.1000e-004**	**5.6700e-003**	**0.0125**	**0.0182**	**1.5300e-003**	**0.0120**	**0.0135**	**0.0000**	**58.6152**	**58.6152**	**0.0120**	**0.0000**	**58.9157**

	ROG	NOx	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	1-1-2024	3-31-2024	0.1035	0.1035
2	4-1-2024	6-30-2024	0.1034	0.1034
3	7-1-2024	9-30-2024	0.1045	0.1045
		Highest	0.1045	0.1045

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-68.6400
Total	**-68.6400**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	1/5/2024	5	5	
2	Fence Installation	Building Construction	1/6/2024	11/22/2024	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Fence Installation	Cranes	0	7.00	231	0.29
Fence Installation	Forklifts	0	8.00	89	0.20
Fence Installation	Generator Sets	0	8.00	84	0.74
Fence Installation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Fence Installation	Welders	1	8.00	46	0.45
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40

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
Fence Installation	2	4.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1000e-004	7.1300e-003	0.0138	2.0000e-005		3.4000e-004	3.4000e-004		3.1000e-004	3.1000e-004	0.0000	1.8190	1.8190	5.9000e-004	0.0000	1.8337
Total	**8.1000e-004**	**7.1300e-003**	**0.0138**	**2.0000e-005**	**0.0000**	**3.4000e-004**	**3.4000e-004**	**0.0000**	**3.1000e-004**	**3.1000e-004**	**0.0000**	**1.8190**	**1.8190**	**5.9000e-004**	**0.0000**	**1.8337**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.0000e-005	4.8000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1388	0.1388	0.0000	0.0000	0.1389
Total	**7.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1388**	**0.1388**	**0.0000**	**0.0000**	**0.1389**

3.2 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1000e-004	7.1300e-003	0.0138	2.0000e-005		3.4000e-004	3.4000e-004		3.1000e-004	3.1000e-004	0.0000	1.8190	1.8190	5.9000e-004	0.0000	1.8337
Total	**8.1000e-004**	**7.1300e-003**	**0.0138**	**2.0000e-005**	**0.0000**	**3.4000e-004**	**3.4000e-004**	**0.0000**	**3.1000e-004**	**3.1000e-004**	**0.0000**	**1.8190**	**1.8190**	**5.9000e-004**	**0.0000**	**1.8337**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	5.0000e-005	4.8000e-004	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1388	0.1388	0.0000	0.0000	0.1389
Total	**7.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1388**	**0.1388**	**0.0000**	**0.0000**	**0.1389**

3.3 Fence Installation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0416	0.3045	0.4163	6.1000e-004		0.0122	0.0122		0.0116	0.0116	0.0000	49.1923	49.1923	0.0111	0.0000	49.4703
Total	**0.0416**	**0.3045**	**0.4163**	**6.1000e-004**		**0.0122**	**0.0122**		**0.0116**	**0.0116**	**0.0000**	**49.1923**	**49.1923**	**0.0111**	**0.0000**	**49.4703**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	4.7000e-004	0.0168	4.8900e-003	4.0000e-005	1.0500e-003	2.0000e-005	1.0700e-003	3.0000e-004	2.0000e-005	3.2000e-004	0.0000	4.2731	4.2731	2.3000e-004	0.0000	4.2788
Worker	1.5600e-003	1.1900e-003	0.0111	4.0000e-005	4.4300e-003	3.0000e-005	4.4500e-003	1.1800e-003	2.0000e-005	1.2000e-003	0.0000	3.1922	3.1922	8.0000e-005	0.0000	3.1941
Total	**2.0300e-003**	**0.0180**	**0.0160**	**8.0000e-005**	**5.4800e-003**	**5.0000e-005**	**5.5200e-003**	**1.4800e-003**	**4.0000e-005**	**1.5200e-003**	**0.0000**	**7.4653**	**7.4653**	**3.1000e-004**	**0.0000**	**7.4729**

3.3 Fence Installation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0416	0.3045	0.4163	6.1000e-004		0.0122	0.0122		0.0116	0.0116	0.0000	49.1922	49.1922	0.0111	0.0000	49.4702
Total	**0.0416**	**0.3045**	**0.4163**	**6.1000e-004**		**0.0122**	**0.0122**		**0.0116**	**0.0116**	**0.0000**	**49.1922**	**49.1922**	**0.0111**	**0.0000**	**49.4702**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	4.7000e-004	0.0168	4.8900e-003	4.0000e-005	1.0500e-003	2.0000e-005	1.0700e-003	3.0000e-004	2.0000e-005	3.2000e-004	0.0000	4.2731	4.2731	2.3000e-004	0.0000	4.2788
Worker	1.5600e-003	1.1900e-003	0.0111	4.0000e-005	4.4300e-003	3.0000e-005	4.4500e-003	1.1800e-003	2.0000e-005	1.2000e-003	0.0000	3.1922	3.1922	8.0000e-005	0.0000	3.1941
Total	**2.0300e-003**	**0.0180**	**0.0160**	**8.0000e-005**	**5.4800e-003**	**5.0000e-005**	**5.5200e-003**	**1.4800e-003**	**4.0000e-005**	**1.5200e-003**	**0.0000**	**7.4653**	**7.4653**	**3.1000e-004**	**0.0000**	**7.4729**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

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

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

8.2 Waste by Land Use

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-68.6400	0.0000	0.0000	-68.6400

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	4.8 / 0	-68.6400	0.0000	0.0000	-68.6400
Total		**-68.6400**	**0.0000**	**0.0000**	**-68.6400**

Pismo State Beach and Oceano Dunes PWP - 40-Acre Trail Installation

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	4.80	User Defined Unit	4.80	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - 40-Acre Trail Installation - San Luis Obispo County, Summer

Project Characteristics - Construction-only Project.

Land Use - 4.8 acres of trail developed.

Construction Phase - 6-month construction duration of vegetation removal and trail development, followed by fence installation; no building or formal structure construction

Grading -

Trips and VMT - Increased worker trips for fence installation and added vendor trips for material delivery.

Consumer Products - Construction-only Project.

Area Coating - Construction-only Project.

Landscape Equipment - Construction-only Project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily where appropriate.

Off-road Equipment - Site preparation would include manual work and mechanical. Tail installation is light equipment. Reduced CalEEMod defualt equipment to reflect activity.

Off-road Equipment - Building Installation Phase is for fence installation, not an acutal building.

Off-road Equipment - Mix of hand and mechanical work to remove vegetation and develop trails.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	4.80
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.3790	2.8697	5.7005	8.9300e-003	0.0791	0.1360	0.2151	0.0210	0.1251	0.1461	0.0000	865.7122	865.7122	0.2609	0.0000	872.2357
Maximum	**0.3790**	**2.8697**	**5.7005**	**8.9300e-003**	**0.0791**	**0.1360**	**0.2151**	**0.0210**	**0.1251**	**0.1461**	**0.0000**	**865.7122**	**865.7122**	**0.2609**	**0.0000**	**872.2357**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.3790	2.8697	5.7005	8.9300e-003	0.0791	0.1360	0.2151	0.0210	0.1251	0.1461	0.0000	865.7122	865.7122	0.2609	0.0000	872.2356
Maximum	**0.3790**	**2.8697**	**5.7005**	**8.9300e-003**	**0.0791**	**0.1360**	**0.2151**	**0.0210**	**0.1251**	**0.1461**	**0.0000**	**865.7122**	**865.7122**	**0.2609**	**0.0000**	**872.2356**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**	**0.0000**	**1.1200e-003**

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	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**	**0.0000**	**1.1200e-003**

	ROG	NOx	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	Site Preparation	Site Preparation	1/1/2024	1/5/2024	5	5	
2	Fence Installation	Building Construction	1/6/2024	11/22/2024	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Fence Installation	Cranes	0	7.00	231	0.29
Fence Installation	Forklifts	0	8.00	89	0.20
Fence Installation	Generator Sets	0	8.00	84	0.74
Fence Installation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Fence Installation	Welders	1	8.00	46	0.45
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40

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
Fence Installation	2	4.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3242	2.8511	5.5006	8.2900e-003		0.1356	0.1356		0.1247	0.1247		802.0321	802.0321	0.2594		808.5170
Total	**0.3242**	**2.8511**	**5.5006**	**8.2900e-003**	**0.0000**	**0.1356**	**0.1356**	**0.0000**	**0.1247**	**0.1247**		**802.0321**	**802.0321**	**0.2594**		**808.5170**

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0264	0.0186	0.1999	6.4000e-004	0.0791	4.5000e-004	0.0795	0.0210	4.2000e-004	0.0214		63.6801	63.6801	1.5500e-003		63.7187
Total	**0.0264**	**0.0186**	**0.1999**	**6.4000e-004**	**0.0791**	**4.5000e-004**	**0.0795**	**0.0210**	**4.2000e-004**	**0.0214**		**63.6801**	**63.6801**	**1.5500e-003**		**63.7187**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3242	2.8511	5.5006	8.2900e-003		0.1356	0.1356		0.1247	0.1247	0.0000	802.0321	802.0321	0.2594		808.5169
Total	**0.3242**	**2.8511**	**5.5006**	**8.2900e-003**	**0.0000**	**0.1356**	**0.1356**	**0.0000**	**0.1247**	**0.1247**	**0.0000**	**802.0321**	**802.0321**	**0.2594**		**808.5169**

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0264	0.0186	0.1999	6.4000e-004	0.0791	4.5000e-004	0.0795	0.0210	4.2000e-004	0.0214		63.6801	63.6801	1.5500e-003		63.7187
Total	**0.0264**	**0.0186**	**0.1999**	**6.4000e-004**	**0.0791**	**4.5000e-004**	**0.0795**	**0.0210**	**4.2000e-004**	**0.0214**		**63.6801**	**63.6801**	**1.5500e-003**		**63.7187**

3.3 Fence Installation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3618	2.6480	3.6199	5.2800e-003		0.1056	0.1056		0.1010	0.1010		471.5236	471.5236	0.1066		474.1879
Total	**0.3618**	**2.6480**	**3.6199**	**5.2800e-003**		**0.1056**	**0.1056**		**0.1010**	**0.1010**		**471.5236**	**471.5236**	**0.1066**		**474.1879**

3.3 Fence Installation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9600e-003	0.1452	0.0399	3.9000e-004	9.2900e-003	2.0000e-004	9.4900e-003	2.6800e-003	1.9000e-004	2.8700e-003		41.5137	41.5137	2.1300e-003		41.5669
Worker	0.0132	9.3100e-003	0.1000	3.2000e-004	0.0395	2.3000e-004	0.0398	0.0105	2.1000e-004	0.0107		31.8400	31.8400	7.7000e-004		31.8594
Total	**0.0172**	**0.1545**	**0.1399**	**7.1000e-004**	**0.0488**	**4.3000e-004**	**0.0493**	**0.0132**	**4.0000e-004**	**0.0136**		**73.3537**	**73.3537**	**2.9000e-003**		**73.4263**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3618	2.6480	3.6199	5.2800e-003		0.1056	0.1056		0.1010	0.1010	0.0000	471.5236	471.5236	0.1066		474.1879
Total	**0.3618**	**2.6480**	**3.6199**	**5.2800e-003**		**0.1056**	**0.1056**		**0.1010**	**0.1010**	**0.0000**	**471.5236**	**471.5236**	**0.1066**		**474.1879**

3.3 Fence Installation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9600e-003	0.1452	0.0399	3.9000e-004	9.2900e-003	2.0000e-004	9.4900e-003	2.6800e-003	1.9000e-004	2.8700e-003		41.5137	41.5137	2.1300e-003		41.5669
Worker	0.0132	9.3100e-003	0.1000	3.2000e-004	0.0395	2.3000e-004	0.0398	0.0105	2.1000e-004	0.0107		31.8400	31.8400	7.7000e-004		31.8594
Total	**0.0172**	**0.1545**	**0.1399**	**7.1000e-004**	**0.0488**	**4.3000e-004**	**0.0493**	**0.0132**	**4.0000e-004**	**0.0136**		**73.3537**	**73.3537**	**2.9000e-003**		**73.4263**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Unmitigated	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**		**1.1200e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**		**1.1200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - 40-Acre Trail Installation

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	4.80	User Defined Unit	4.80	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - 40-Acre Trail Installation - San Luis Obispo County, Winter

Project Characteristics - Construction-only Project.

Land Use - 4.8 acres of trail developed.

Construction Phase - 6-month construction duration of vegetation removal and trail development, followed by fence installation; no building or formal structure construction

Grading -

Trips and VMT - Increased worker trips for fence installation and added vendor trips for material delivery.

Consumer Products - Construction-only Project.

Area Coating - Construction-only Project.

Landscape Equipment - Construction-only Project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily where appropriate.

Off-road Equipment - Site preparation would include manual work and mechanical. Tail installation is light equipment. Reduced CalEEMod defualt equipment to reflect activity.

Off-road Equipment - Building Installation Phase is for fence installation, not an acutal building.

Off-road Equipment - Mix of hand and mechanical work to remove vegetation and develop trails.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.00	4.80
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.3812	2.8722	5.6932	8.9000e-003	0.0791	0.1360	0.2151	0.0210	0.1251	0.1461	0.0000	862.7331	862.7331	0.2609	0.0000	869.2550
Maximum	**0.3812**	**2.8722**	**5.6932**	**8.9000e-003**	**0.0791**	**0.1360**	**0.2151**	**0.0210**	**0.1251**	**0.1461**	**0.0000**	**862.7331**	**862.7331**	**0.2609**	**0.0000**	**869.2550**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	0.3812	2.8722	5.6932	8.9000e-003	0.0791	0.1360	0.2151	0.0210	0.1251	0.1461	0.0000	862.7331	862.7331	0.2609	0.0000	869.2550
Maximum	**0.3812**	**2.8722**	**5.6932**	**8.9000e-003**	**0.0791**	**0.1360**	**0.2151**	**0.0210**	**0.1251**	**0.1461**	**0.0000**	**862.7331**	**862.7331**	**0.2609**	**0.0000**	**869.2550**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**	**0.0000**	**1.1200e-003**

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	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**	**0.0000**	**1.1200e-003**

	ROG	NOx	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	Site Preparation	Site Preparation	1/1/2024	1/5/2024	5	5	
2	Fence Installation	Building Construction	1/6/2024	11/22/2024	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Fence Installation	Cranes	0	7.00	231	0.29
Fence Installation	Forklifts	0	8.00	89	0.20
Fence Installation	Generator Sets	0	8.00	84	0.74
Fence Installation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Fence Installation	Welders	1	8.00	46	0.45
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40

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
Fence Installation	2	4.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3242	2.8511	5.5006	8.2900e-003		0.1356	0.1356		0.1247	0.1247		802.0321	802.0321	0.2594		808.5170
Total	**0.3242**	**2.8511**	**5.5006**	**8.2900e-003**	**0.0000**	**0.1356**	**0.1356**	**0.0000**	**0.1247**	**0.1247**		**802.0321**	**802.0321**	**0.2594**		**808.5170**

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0304	0.0211	0.1925	6.1000e-004	0.0791	4.5000e-004	0.0795	0.0210	4.2000e-004	0.0214		60.7010	60.7010	1.4800e-003		60.7380
Total	**0.0304**	**0.0211**	**0.1925**	**6.1000e-004**	**0.0791**	**4.5000e-004**	**0.0795**	**0.0210**	**4.2000e-004**	**0.0214**		**60.7010**	**60.7010**	**1.4800e-003**		**60.7380**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3242	2.8511	5.5006	8.2900e-003		0.1356	0.1356		0.1247	0.1247	0.0000	802.0321	802.0321	0.2594		808.5169
Total	**0.3242**	**2.8511**	**5.5006**	**8.2900e-003**	**0.0000**	**0.1356**	**0.1356**	**0.0000**	**0.1247**	**0.1247**	**0.0000**	**802.0321**	**802.0321**	**0.2594**		**808.5169**

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0304	0.0211	0.1925	6.1000e-004	0.0791	4.5000e-004	0.0795	0.0210	4.2000e-004	0.0214		60.7010	60.7010	1.4800e-003		60.7380
Total	**0.0304**	**0.0211**	**0.1925**	**6.1000e-004**	**0.0791**	**4.5000e-004**	**0.0795**	**0.0210**	**4.2000e-004**	**0.0214**		**60.7010**	**60.7010**	**1.4800e-003**		**60.7380**

3.3 Fence Installation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3618	2.6480	3.6199	5.2800e-003		0.1056	0.1056		0.1010	0.1010		471.5236	471.5236	0.1066		474.1879
Total	**0.3618**	**2.6480**	**3.6199**	**5.2800e-003**		**0.1056**	**0.1056**		**0.1010**	**0.1010**		**471.5236**	**471.5236**	**0.1066**		**474.1879**

3.3 Fence Installation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.2300e-003	0.1440	0.0448	3.8000e-004	9.2900e-003	2.1000e-004	9.5000e-003	2.6800e-003	2.0000e-004	2.8800e-003		40.1944	40.1944	2.2700e-003		40.2511
Worker	0.0152	0.0106	0.0963	3.0000e-004	0.0395	2.3000e-004	0.0398	0.0105	2.1000e-004	0.0107		30.3505	30.3505	7.4000e-004		30.3690
Total	**0.0195**	**0.1546**	**0.1411**	**6.8000e-004**	**0.0488**	**4.4000e-004**	**0.0493**	**0.0132**	**4.1000e-004**	**0.0136**		**70.5449**	**70.5449**	**3.0100e-003**		**70.6201**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3618	2.6480	3.6199	5.2800e-003		0.1056	0.1056		0.1010	0.1010	0.0000	471.5236	471.5236	0.1066		474.1879
Total	**0.3618**	**2.6480**	**3.6199**	**5.2800e-003**		**0.1056**	**0.1056**		**0.1010**	**0.1010**	**0.0000**	**471.5236**	**471.5236**	**0.1066**		**474.1879**

3.3 Fence Installation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.2300e-003	0.1440	0.0448	3.8000e-004	9.2900e-003	2.1000e-004	9.5000e-003	2.6800e-003	2.0000e-004	2.8800e-003		40.1944	40.1944	2.2700e-003		40.2511
Worker	0.0152	0.0106	0.0963	3.0000e-004	0.0395	2.3000e-004	0.0398	0.0105	2.1000e-004	0.0107		30.3505	30.3505	7.4000e-004		30.3690
Total	**0.0195**	**0.1546**	**0.1411**	**6.8000e-004**	**0.0488**	**4.4000e-004**	**0.0493**	**0.0132**	**4.1000e-004**	**0.0136**		**70.5449**	**70.5449**	**3.0100e-003**		**70.6201**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Unmitigated	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-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	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**		**1.1200e-003**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	4.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0500e-003	1.0500e-003	0.0000		1.1200e-003
Total	**5.0000e-005**	**0.0000**	**4.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0500e-003**	**1.0500e-003**	**0.0000**		**1.1200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	1.00	User Defined Unit	1.50	6,757.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement - San Luis Obispo County, Annual

Project Characteristics -

Land Use - Boardwalk segment spans appx 940 liniar feet, comprising appx 6,757 sq ft.

Construction Phase - Primarily spanning wetland area/over the lake; no typical site prep, grading, paving, arch coating activities. 6-month construction duration.

Off-road Equipment - Removal of boardwalk extending over the water. No dozers requipred. Added crane/other material handling equipment.

Off-road Equipment - Added bore/drill rig.

Demolition -

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Land Use Change -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	3379	0
tblAreaCoating	Area_Nonresidential_Interior	10136	0
tblConstructionPhase	NumDays	200.00	65.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	PhaseEndDate	11/11/2024	6/28/2024
tblConstructionPhase	PhaseEndDate	1/26/2024	3/29/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	4/1/2024
tblLandUse	LandUseSquareFeet	0.00	6,757.00
tblLandUse	LotAcreage	0.00	1.50
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0947	0.7930	0.9722	1.8100e-003	8.1600e-003	0.0339	0.0421	1.9200e-003	0.0321	0.0341	0.0000	155.1464	155.1464	0.0345	0.0000	156.0096
Maximum	**0.0947**	**0.7930**	**0.9722**	**1.8100e-003**	**8.1600e-003**	**0.0339**	**0.0421**	**1.9200e-003**	**0.0321**	**0.0341**	**0.0000**	**155.1464**	**155.1464**	**0.0345**	**0.0000**	**156.0096**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0947	0.7930	0.9722	1.8100e-003	8.1600e-003	0.0339	0.0421	1.9200e-003	0.0321	0.0341	0.0000	155.1462	155.1462	0.0345	0.0000	156.0094
Maximum	**0.0947**	**0.7930**	**0.9722**	**1.8100e-003**	**8.1600e-003**	**0.0339**	**0.0421**	**1.9200e-003**	**0.0321**	**0.0341**	**0.0000**	**155.1462**	**155.1462**	**0.0345**	**0.0000**	**156.0094**

	ROG	NOx	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	**1-1-2024**	**3-31-2024**	0.4349	0.4349
2	**4-1-2024**	**6-30-2024**	0.4334	0.4334
		Highest	0.4349	0.4349

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	0.0264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0264**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0264**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	3/29/2024	5	65	
2	Building Construction	Building Construction	4/1/2024	6/28/2024	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Cranes	1	8.00	231	0.29
Building Construction	Bore/Drill Rigs	1	4.00	221	0.50
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Demolition	Other Material Handling Equipment	1	8.00	168	0.40
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
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	6	15.00	0.00	20.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	3.00	1.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.2100e-003	0.0000	2.2100e-003	3.3000e-004	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0430	0.3967	0.5168	8.8000e-004		0.0182	0.0182		0.0170	0.0170	0.0000	77.1421	77.1421	0.0201	0.0000	77.6453
Total	**0.0430**	**0.3967**	**0.5168**	**8.8000e-004**	**2.2100e-003**	**0.0182**	**0.0204**	**3.3000e-004**	**0.0170**	**0.0174**	**0.0000**	**77.1421**	**77.1421**	**0.0201**	**0.0000**	**77.6453**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.8500e-003	5.7000e-004	1.0000e-005	1.7000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.7261	0.7261	4.0000e-005	0.0000	0.7272
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.2600e-003	0.0117	4.0000e-005	4.6900e-003	3.0000e-005	4.7200e-003	1.2500e-003	3.0000e-005	1.2700e-003	0.0000	3.3830	3.3830	8.0000e-005	0.0000	3.3851
Total	**1.7000e-003**	**3.1100e-003**	**0.0123**	**5.0000e-005**	**4.8600e-003**	**3.0000e-005**	**4.9000e-003**	**1.3000e-003**	**3.0000e-005**	**1.3200e-003**	**0.0000**	**4.1091**	**4.1091**	**1.2000e-004**	**0.0000**	**4.1123**

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.2100e-003	0.0000	2.2100e-003	3.3000e-004	0.0000	3.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0430	0.3967	0.5168	8.8000e-004		0.0182	0.0182		0.0170	0.0170	0.0000	77.1420	77.1420	0.0201	0.0000	77.6452
Total	**0.0430**	**0.3967**	**0.5168**	**8.8000e-004**	**2.2100e-003**	**0.0182**	**0.0204**	**3.3000e-004**	**0.0170**	**0.0174**	**0.0000**	**77.1420**	**77.1420**	**0.0201**	**0.0000**	**77.6452**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.8500e-003	5.7000e-004	1.0000e-005	1.7000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.7261	0.7261	4.0000e-005	0.0000	0.7272
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.2600e-003	0.0117	4.0000e-005	4.6900e-003	3.0000e-005	4.7200e-003	1.2500e-003	3.0000e-005	1.2700e-003	0.0000	3.3830	3.3830	8.0000e-005	0.0000	3.3851
Total	**1.7000e-003**	**3.1100e-003**	**0.0123**	**5.0000e-005**	**4.8600e-003**	**3.0000e-005**	**4.9000e-003**	**1.3000e-003**	**3.0000e-005**	**1.3200e-003**	**0.0000**	**4.1091**	**4.1091**	**1.2000e-004**	**0.0000**	**4.1123**

3.3 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0496	0.3906	0.4401	8.7000e-004		0.0157	0.0157		0.0151	0.0151	0.0000	72.6148	72.6148	0.0142	0.0000	72.9705
Total	**0.0496**	**0.3906**	**0.4401**	**8.7000e-004**		**0.0157**	**0.0157**		**0.0151**	**0.0151**	**0.0000**	**72.6148**	**72.6148**	**0.0142**	**0.0000**	**72.9705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	7.0000e-005	2.3700e-003	6.9000e-004	1.0000e-005	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.6038	0.6038	3.0000e-005	0.0000	0.6046
Worker	3.3000e-004	2.5000e-004	2.3400e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.4000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.6766	0.6766	2.0000e-005	0.0000	0.6770
Total	**4.0000e-004**	**2.6200e-003**	**3.0300e-003**	**2.0000e-005**	**1.0900e-003**	**1.0000e-005**	**1.0900e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.2804**	**1.2804**	**5.0000e-005**	**0.0000**	**1.2816**

3.3 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0496	0.3906	0.4401	8.7000e-004		0.0157	0.0157		0.0151	0.0151	0.0000	72.6147	72.6147	0.0142	0.0000	72.9704
Total	**0.0496**	**0.3906**	**0.4401**	**8.7000e-004**		**0.0157**	**0.0157**		**0.0151**	**0.0151**	**0.0000**	**72.6147**	**72.6147**	**0.0142**	**0.0000**	**72.9704**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	7.0000e-005	2.3700e-003	6.9000e-004	1.0000e-005	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.6038	0.6038	3.0000e-005	0.0000	0.6046
Worker	3.3000e-004	2.5000e-004	2.3400e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.4000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.6766	0.6766	2.0000e-005	0.0000	0.6770
Total	**4.0000e-004**	**2.6200e-003**	**3.0300e-003**	**2.0000e-005**	**1.0900e-003**	**1.0000e-005**	**1.0900e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.2804**	**1.2804**	**5.0000e-005**	**0.0000**	**1.2816**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0264**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0264					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0264**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	1.00	User Defined Unit	1.50	6,757.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement - San Luis Obispo County, Summer

Project Characteristics -

Land Use - Boardwalk segment spans appx 940 liniar feet, comprising appx 6,757 sq ft.

Construction Phase - Primarily spanning wetland area/over the lake; no typical site prep, grading, paving, arch coating activities. 6-month construction duration.

Off-road Equipment - Removal of boardwalk extending over the water. No dozers requipred. Added crane/other material handling equipment.

Off-road Equipment - Added bore/drill rig.

Demolition -

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Land Use Change -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	3379	0
tblAreaCoating	Area_Nonresidential_Interior	10136	0
tblConstructionPhase	NumDays	200.00	65.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	PhaseEndDate	11/11/2024	6/28/2024
tblConstructionPhase	PhaseEndDate	1/26/2024	3/29/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	4/1/2024
tblLandUse	LandUseSquareFeet	0.00	6,757.00
tblLandUse	LotAcreage	0.00	1.50
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.5377	12.2966	16.2938	0.0286	0.2216	0.5610	0.7826	0.0511	0.5250	0.5760	0.0000	2,760.6416	2,760.6416	0.6871	0.0000	2,777.8178
Maximum	**1.5377**	**12.2966**	**16.2938**	**0.0286**	**0.2216**	**0.5610**	**0.7826**	**0.0511**	**0.5250**	**0.5760**	**0.0000**	**2,760.6416**	**2,760.6416**	**0.6871**	**0.0000**	**2,777.8178**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.5377	12.2966	16.2938	0.0286	0.2216	0.5610	0.7826	0.0511	0.5250	0.5760	0.0000	2,760.6416	2,760.6416	0.6871	0.0000	2,777.8178
Maximum	**1.5377**	**12.2966**	**16.2938**	**0.0286**	**0.2216**	**0.5610**	**0.7826**	**0.0511**	**0.5250**	**0.5760**	**0.0000**	**2,760.6416**	**2,760.6416**	**0.6871**	**0.0000**	**2,777.8178**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement - San Luis Obispo County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	3/29/2024	5	65	
2	Building Construction	Building Construction	4/1/2024	6/28/2024	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Cranes	1	8.00	231	0.29
Building Construction	Bore/Drill Rigs	1	4.00	221	0.50
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Demolition	Other Material Handling Equipment	1	8.00	168	0.40
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
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	6	15.00	0.00	20.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	3.00	1.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0680	0.0000	0.0680	0.0103	0.0000	0.0103			0.0000			0.0000
Off-Road	1.3233	12.2054	15.9019	0.0272		0.5600	0.5600		0.5240	0.5240		2,616.4489	2,616.4489	0.6827		2,633.5162
Total	**1.3233**	**12.2054**	**15.9019**	**0.0272**	**0.0680**	**0.5600**	**0.6280**	**0.0103**	**0.5240**	**0.5343**		**2,616.4489**	**2,616.4489**	**0.6827**		**2,633.5162**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5900e-003	0.0562	0.0171	2.3000e-004	5.3800e-003	1.4000e-004	5.5200e-003	1.4700e-003	1.3000e-004	1.6100e-003		24.7925	24.7925	1.4600e-003		24.8291
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0495	0.0349	0.3748	1.2000e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		119.4001	119.4001	2.9000e-003		119.4726
Total	**0.0511**	**0.0912**	**0.3919**	**1.4300e-003**	**0.1537**	**9.9000e-004**	**0.1547**	**0.0408**	**9.1000e-004**	**0.0417**		**144.1926**	**144.1926**	**4.3600e-003**		**144.3016**

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0680	0.0000	0.0680	0.0103	0.0000	0.0103			0.0000			0.0000
Off-Road	1.3233	12.2054	15.9019	0.0272		0.5600	0.5600		0.5240	0.5240	0.0000	2,616.4489	2,616.4489	0.6827		2,633.5162
Total	**1.3233**	**12.2054**	**15.9019**	**0.0272**	**0.0680**	**0.5600**	**0.6280**	**0.0103**	**0.5240**	**0.5343**	**0.0000**	**2,616.4489**	**2,616.4489**	**0.6827**		**2,633.5162**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5900e-003	0.0562	0.0171	2.3000e-004	5.3800e-003	1.4000e-004	5.5200e-003	1.4700e-003	1.3000e-004	1.6100e-003		24.7925	24.7925	1.4600e-003		24.8291
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0495	0.0349	0.3748	1.2000e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		119.4001	119.4001	2.9000e-003		119.4726
Total	**0.0511**	**0.0912**	**0.3919**	**1.4300e-003**	**0.1537**	**9.9000e-004**	**0.1547**	**0.0408**	**9.1000e-004**	**0.0417**		**144.1926**	**144.1926**	**4.3600e-003**		**144.3016**

3.3 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5258	12.0191	13.5415	0.0268		0.4821	0.4821		0.4637	0.4637		2,462.8965	2,462.8965	0.4825		2,474.9585
Total	**1.5258**	**12.0191**	**13.5415**	**0.0268**		**0.4821**	**0.4821**		**0.4637**	**0.4637**		**2,462.8965**	**2,462.8965**	**0.4825**		**2,474.9585**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.9800e-003	0.0726	0.0200	1.9000e-004	4.6500e-003	1.0000e-004	4.7500e-003	1.3400e-003	1.0000e-004	1.4300e-003		20.7568	20.7568	1.0600e-003		20.7835
Worker	9.9100e-003	6.9900e-003	0.0750	2.4000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0200e-003		23.8800	23.8800	5.8000e-004		23.8945
Total	**0.0119**	**0.0796**	**0.0949**	**4.3000e-004**	**0.0343**	**2.7000e-004**	**0.0346**	**9.2100e-003**	**2.6000e-004**	**9.4500e-003**		**44.6369**	**44.6369**	**1.6400e-003**		**44.6780**

3.3 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5258	12.0191	13.5415	0.0268		0.4821	0.4821		0.4637	0.4637	0.0000	2,462.8965	2,462.8965	0.4825		2,474.9585
Total	**1.5258**	**12.0191**	**13.5415**	**0.0268**		**0.4821**	**0.4821**		**0.4637**	**0.4637**	**0.0000**	**2,462.8965**	**2,462.8965**	**0.4825**		**2,474.9585**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.9800e-003	0.0726	0.0200	1.9000e-004	4.6500e-003	1.0000e-004	4.7500e-003	1.3400e-003	1.0000e-004	1.4300e-003		20.7568	20.7568	1.0600e-003		20.7835
Worker	9.9100e-003	6.9900e-003	0.0750	2.4000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0200e-003		23.8800	23.8800	5.8000e-004		23.8945
Total	**0.0119**	**0.0796**	**0.0949**	**4.3000e-004**	**0.0343**	**2.7000e-004**	**0.0346**	**9.2100e-003**	**2.6000e-004**	**9.4500e-003**		**44.6369**	**44.6369**	**1.6400e-003**		**44.6780**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

6.2 Area by SubCategory

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	1.00	User Defined Unit	1.50	6,757.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement - San Luis Obispo County, Winter

Project Characteristics -

Land Use - Boardwalk segment spans appx 940 liniar feet, comprising appx 6,757 sq ft.

Construction Phase - Primarily spanning wetland area/over the lake; no typical site prep, grading, paving, arch coating activities. 6-month construction duration.

Off-road Equipment - Removal of boardwalk extending over the water. No dozers requipred. Added crane/other material handling equipment.

Off-road Equipment - Added bore/drill rig.

Demolition -

Consumer Products - Construction-only project.

Area Coating - Construction-only project.

Landscape Equipment - Construction-only project.

Land Use Change -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	3379	0
tblAreaCoating	Area_Nonresidential_Interior	10136	0
tblConstructionPhase	NumDays	200.00	65.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	PhaseEndDate	11/11/2024	6/28/2024
tblConstructionPhase	PhaseEndDate	1/26/2024	3/29/2024
tblConstructionPhase	PhaseStartDate	2/6/2024	4/1/2024
tblLandUse	LandUseSquareFeet	0.00	6,757.00
tblLandUse	LotAcreage	0.00	1.50
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.5393	12.3014	16.2808	0.0285	0.2216	0.5610	0.7826	0.0511	0.5250	0.5760	0.0000	2,754.6637	2,754.6637	0.6870	0.0000	2,771.8379
Maximum	**1.5393**	**12.3014**	**16.2808**	**0.0285**	**0.2216**	**0.5610**	**0.7826**	**0.0511**	**0.5250**	**0.5760**	**0.0000**	**2,754.6637**	**2,754.6637**	**0.6870**	**0.0000**	**2,771.8379**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.5393	12.3014	16.2808	0.0285	0.2216	0.5610	0.7826	0.0511	0.5250	0.5760	0.0000	2,754.6637	2,754.6637	0.6870	0.0000	2,771.8379
Maximum	**1.5393**	**12.3014**	**16.2808**	**0.0285**	**0.2216**	**0.5610**	**0.7826**	**0.0511**	**0.5250**	**0.5760**	**0.0000**	**2,754.6637**	**2,754.6637**	**0.6870**	**0.0000**	**2,771.8379**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco Boardwalk Replacement - San Luis Obispo County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	3/29/2024	5	65	
2	Building Construction	Building Construction	4/1/2024	6/28/2024	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Cranes	1	8.00	231	0.29
Building Construction	Bore/Drill Rigs	1	4.00	221	0.50
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Demolition	Other Material Handling Equipment	1	8.00	168	0.40
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
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	6	15.00	0.00	20.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	3.00	1.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0680	0.0000	0.0680	0.0103	0.0000	0.0103			0.0000			0.0000
Off-Road	1.3233	12.2054	15.9019	0.0272		0.5600	0.5600		0.5240	0.5240		2,616.4489	2,616.4489	0.6827		2,633.5162
Total	**1.3233**	**12.2054**	**15.9019**	**0.0272**	**0.0680**	**0.5600**	**0.6280**	**0.0103**	**0.5240**	**0.5343**		**2,616.4489**	**2,616.4489**	**0.6827**		**2,633.5162**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6300e-003	0.0563	0.0180	2.2000e-004	5.3800e-003	1.4000e-004	5.5200e-003	1.4700e-003	1.4000e-004	1.6100e-003		24.4004	24.4004	1.5000e-003		24.4379
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0571	0.0396	0.3610	1.1400e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		113.8144	113.8144	2.7800e-003		113.8838
Total	**0.0587**	**0.0959**	**0.3790**	**1.3600e-003**	**0.1537**	**9.9000e-004**	**0.1547**	**0.0408**	**9.2000e-004**	**0.0417**		**138.2148**	**138.2148**	**4.2800e-003**		**138.3217**

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0680	0.0000	0.0680	0.0103	0.0000	0.0103			0.0000			0.0000
Off-Road	1.3233	12.2054	15.9019	0.0272		0.5600	0.5600		0.5240	0.5240	0.0000	2,616.4489	2,616.4489	0.6827		2,633.5162
Total	**1.3233**	**12.2054**	**15.9019**	**0.0272**	**0.0680**	**0.5600**	**0.6280**	**0.0103**	**0.5240**	**0.5343**	**0.0000**	**2,616.4489**	**2,616.4489**	**0.6827**		**2,633.5162**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6300e-003	0.0563	0.0180	2.2000e-004	5.3800e-003	1.4000e-004	5.5200e-003	1.4700e-003	1.4000e-004	1.6100e-003		24.4004	24.4004	1.5000e-003		24.4379
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0571	0.0396	0.3610	1.1400e-003	0.1483	8.5000e-004	0.1491	0.0393	7.8000e-004	0.0401		113.8144	113.8144	2.7800e-003		113.8838
Total	**0.0587**	**0.0959**	**0.3790**	**1.3600e-003**	**0.1537**	**9.9000e-004**	**0.1547**	**0.0408**	**9.2000e-004**	**0.0417**		**138.2148**	**138.2148**	**4.2800e-003**		**138.3217**

3.3 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5258	12.0191	13.5415	0.0268		0.4821	0.4821		0.4637	0.4637		2,462.8965	2,462.8965	0.4825		2,474.9585
Total	**1.5258**	**12.0191**	**13.5415**	**0.0268**		**0.4821**	**0.4821**		**0.4637**	**0.4637**		**2,462.8965**	**2,462.8965**	**0.4825**		**2,474.9585**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.1100e-003	0.0720	0.0224	1.9000e-004	4.6500e-003	1.0000e-004	4.7500e-003	1.3400e-003	1.0000e-004	1.4400e-003		20.0972	20.0972	1.1400e-003		20.1256
Worker	0.0114	7.9200e-003	0.0722	2.3000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0200e-003		22.7629	22.7629	5.6000e-004		22.7768
Total	**0.0135**	**0.0799**	**0.0946**	**4.2000e-004**	**0.0343**	**2.7000e-004**	**0.0346**	**9.2100e-003**	**2.6000e-004**	**9.4600e-003**		**42.8601**	**42.8601**	**1.7000e-003**		**42.9023**

3.3 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5258	12.0191	13.5415	0.0268		0.4821	0.4821		0.4637	0.4637	0.0000	2,462.8965	2,462.8965	0.4825		2,474.9585
Total	**1.5258**	**12.0191**	**13.5415**	**0.0268**		**0.4821**	**0.4821**		**0.4637**	**0.4637**	**0.0000**	**2,462.8965**	**2,462.8965**	**0.4825**		**2,474.9585**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.1100e-003	0.0720	0.0224	1.9000e-004	4.6500e-003	1.0000e-004	4.7500e-003	1.3400e-003	1.0000e-004	1.4400e-003		20.0972	20.0972	1.1400e-003		20.1256
Worker	0.0114	7.9200e-003	0.0722	2.3000e-004	0.0297	1.7000e-004	0.0298	7.8700e-003	1.6000e-004	8.0200e-003		22.7629	22.7629	5.6000e-004		22.7768
Total	**0.0135**	**0.0799**	**0.0946**	**4.2000e-004**	**0.0343**	**2.7000e-004**	**0.0346**	**9.2100e-003**	**2.6000e-004**	**9.4600e-003**		**42.8601**	**42.8601**	**1.7000e-003**		**42.9023**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.594251	0.027045	0.198417	0.112022	0.020557	0.005436	0.012656	0.019692	0.002295	0.001129	0.004655	0.000747	0.001098

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.1446	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

6.2 Area by SubCategory

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1446**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach & Oceano Dunes SVRA PWP - Park Corporation Yard

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.48	1000sqft	0.15	6,480.00	0
Parking Lot	4.17	Acre	4.17	181,645.20	0
Other Asphalt Surfaces	0.80	Acre	0.80	34,848.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use -

Construction Phase - Estimated total construction would be 9 months. Reduced building construction phase to reflect this.

Demolition -

Vehicle Trips - No change in operational vehicle trips.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Assume watering exposed areas at least twice daily.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	105.00
tblConstructionPhase	PhaseEndDate	3/24/2026	9/30/2025
tblConstructionPhase	PhaseEndDate	1/27/2026	8/5/2025
tblConstructionPhase	PhaseEndDate	2/24/2026	9/2/2025
tblConstructionPhase	PhaseStartDate	2/25/2026	9/3/2025
tblConstructionPhase	PhaseStartDate	1/28/2026	8/6/2025
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.2798	1.3782	1.6021	3.3500e-003	0.2230	0.0531	0.2761	0.1009	0.0495	0.1505	0.0000	295.7179	295.7179	0.0615	0.0000	297.2541
Maximum	**0.2798**	**1.3782**	**1.6021**	**3.3500e-003**	**0.2230**	**0.0531**	**0.2761**	**0.1009**	**0.0495**	**0.1505**	**0.0000**	**295.7179**	**295.7179**	**0.0615**	**0.0000**	**297.2541**

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					
2025	0.2798	1.3782	1.6021	3.3500e-003	0.1351	0.0531	0.1882	0.0548	0.0495	0.1043	0.0000	295.7176	295.7176	0.0615	0.0000	297.2538
Maximum	**0.2798**	**1.3782**	**1.6021**	**3.3500e-003**	**0.1351**	**0.0531**	**0.1882**	**0.0548**	**0.0495**	**0.1043**	**0.0000**	**295.7176**	**295.7176**	**0.0615**	**0.0000**	**297.2538**

	ROG	NOx	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**	**39.42**	**0.00**	**31.84**	**45.74**	**0.00**	**30.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2025	3-31-2025	0.6474	0.6474
2	4-1-2025	6-30-2025	0.5533	0.5533
3	7-1-2025	9-30-2025	0.4555	0.4555
		Highest	0.6474	0.6474

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	0.0513	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.0000e-004
Energy	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	29.5467	29.5467	2.4600e-003	5.9000e-004	29.7845
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.2240	0.0000	1.2240	0.0723	0.0000	3.0325
Water						0.0000	0.0000		0.0000	0.0000	0.3654	1.1605	1.5259	0.0376	9.1000e-004	2.7381
Total	**0.0519**	**5.2000e-003**	**4.5600e-003**	**3.0000e-005**	**0.0000**	**4.0000e-004**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**4.0000e-004**	**1.5894**	**30.7076**	**32.2970**	**0.1124**	**1.5000e-003**	**35.5555**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0513	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.0000e-004
Energy	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	29.5467	29.5467	2.4600e-003	5.9000e-004	29.7845
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.2240	0.0000	1.2240	0.0723	0.0000	3.0325
Water						0.0000	0.0000		0.0000	0.0000	0.3654	1.1605	1.5259	0.0376	9.1000e-004	2.7381
Total	**0.0519**	**5.2000e-003**	**4.5600e-003**	**3.0000e-005**	**0.0000**	**4.0000e-004**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**4.0000e-004**	**1.5894**	**30.7076**	**32.2970**	**0.1124**	**1.5000e-003**	**35.5555**

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

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-50.6962
Total	**-50.6962**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2025	1/28/2025	5	20	
2	Site Preparation	Site Preparation	1/29/2025	2/11/2025	5	10	
3	Grading	Grading	2/12/2025	3/11/2025	5	20	
4	Building Construction	Building Construction	3/12/2025	8/5/2025	5	105	
5	Paving	Paving	8/6/2025	9/2/2025	5	20	
6	Architectural Coating	Architectural Coating	9/3/2025	9/30/2025	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.97

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,720; Non-Residential Outdoor: 3,240; Striped Parking Area: 12,990 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	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	6	15.00	0.00	36.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	37.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9800e-003	0.0000	3.9800e-003	6.0000e-004	0.0000	6.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0209	0.1920	0.1942	3.9000e-004		8.5300e-003	8.5300e-003		7.9200e-003	7.9200e-003	0.0000	33.9977	33.9977	9.4900e-003	0.0000	34.2350
Total	**0.0209**	**0.1920**	**0.1942**	**3.9000e-004**	**3.9800e-003**	**8.5300e-003**	**0.0125**	**6.0000e-004**	**7.9200e-003**	**8.5200e-003**	**0.0000**	**33.9977**	**33.9977**	**9.4900e-003**	**0.0000**	**34.2350**

3.2 Demolition - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.1900e-003	1.0100e-003	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.2986	1.2986	8.0000e-005	0.0000	1.3006
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	3.5000e-004	3.3200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	0.9992	0.9992	2.0000e-005	0.0000	0.9998
Total	**5.7000e-004**	**3.5400e-003**	**4.3300e-003**	**2.0000e-005**	**1.7500e-003**	**2.0000e-005**	**1.7700e-003**	**4.6000e-004**	**2.0000e-005**	**4.8000e-004**	**0.0000**	**2.2978**	**2.2978**	**1.0000e-004**	**0.0000**	**2.3004**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7900e-003	0.0000	1.7900e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0209	0.1920	0.1942	3.9000e-004		8.5300e-003	8.5300e-003		7.9200e-003	7.9200e-003	0.0000	33.9976	33.9976	9.4900e-003	0.0000	34.2349
Total	**0.0209**	**0.1920**	**0.1942**	**3.9000e-004**	**1.7900e-003**	**8.5300e-003**	**0.0103**	**2.7000e-004**	**7.9200e-003**	**8.1900e-003**	**0.0000**	**33.9976**	**33.9976**	**9.4900e-003**	**0.0000**	**34.2349**

3.2 Demolition - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	3.1900e-003	1.0100e-003	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.2986	1.2986	8.0000e-005	0.0000	1.3006
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	3.5000e-004	3.3200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	0.9992	0.9992	2.0000e-005	0.0000	0.9998
Total	**5.7000e-004**	**3.5400e-003**	**4.3300e-003**	**2.0000e-005**	**1.7500e-003**	**2.0000e-005**	**1.7700e-003**	**4.6000e-004**	**2.0000e-005**	**4.8000e-004**	**0.0000**	**2.2978**	**2.2978**	**1.0000e-004**	**0.0000**	**2.3004**

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	**0.0124**	**0.1262**	**0.0896**	**1.9000e-004**	**0.0903**	**5.4300e-003**	**0.0958**	**0.0497**	**5.0000e-003**	**0.0547**	**0.0000**	**16.7335**	**16.7335**	**5.4100e-003**	**0.0000**	**16.8688**

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	1.9900e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.5995	0.5995	1.0000e-005	0.0000	0.5999
Total	**2.9000e-004**	**2.1000e-004**	**1.9900e-003**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.5995**	**0.5995**	**1.0000e-005**	**0.0000**	**0.5999**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.1262	0.0896	1.9000e-004		5.4300e-003	5.4300e-003		5.0000e-003	5.0000e-003	0.0000	16.7335	16.7335	5.4100e-003	0.0000	16.8688
Total	**0.0124**	**0.1262**	**0.0896**	**1.9000e-004**	**0.0407**	**5.4300e-003**	**0.0461**	**0.0223**	**5.0000e-003**	**0.0273**	**0.0000**	**16.7335**	**16.7335**	**5.4100e-003**	**0.0000**	**16.8688**

3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	1.9900e-003	1.0000e-005	8.7000e-004	0.0000	8.7000e-004	2.3000e-004	0.0000	2.3000e-004	0.0000	0.5995	0.5995	1.0000e-005	0.0000	0.5999
Total	**2.9000e-004**	**2.1000e-004**	**1.9900e-003**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**8.7000e-004**	**2.3000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.5995**	**0.5995**	**1.0000e-005**	**0.0000**	**0.5999**

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1532	0.1454	3.0000e-004		6.2400e-003	6.2400e-003		5.7400e-003	5.7400e-003	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806
Total	**0.0152**	**0.1532**	**0.1454**	**3.0000e-004**	**0.0655**	**6.2400e-003**	**0.0718**	**0.0337**	**5.7400e-003**	**0.0394**	**0.0000**	**26.0698**	**26.0698**	**8.4300e-003**	**0.0000**	**26.2806**

3.4 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	3.5000e-004	3.3200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	0.9992	0.9992	2.0000e-005	0.0000	0.9998
Total	**4.8000e-004**	**3.5000e-004**	**3.3200e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**0.9992**	**0.9992**	**2.0000e-005**	**0.0000**	**0.9998**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0295	0.0000	0.0295	0.0152	0.0000	0.0152	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1532	0.1454	3.0000e-004		6.2400e-003	6.2400e-003		5.7400e-003	5.7400e-003	0.0000	26.0698	26.0698	8.4300e-003	0.0000	26.2806
Total	**0.0152**	**0.1532**	**0.1454**	**3.0000e-004**	**0.0295**	**6.2400e-003**	**0.0357**	**0.0152**	**5.7400e-003**	**0.0209**	**0.0000**	**26.0698**	**26.0698**	**8.4300e-003**	**0.0000**	**26.2806**

3.4 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	3.5000e-004	3.3200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	0.9992	0.9992	2.0000e-005	0.0000	0.9998
Total	**4.8000e-004**	**3.5000e-004**	**3.3200e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**0.9992**	**0.9992**	**2.0000e-005**	**0.0000**	**0.9998**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0718	0.6547	0.8444	1.4200e-003		0.0277	0.0277		0.0261	0.0261	0.0000	121.7577	121.7577	0.0286	0.0000	122.4733
Total	**0.0718**	**0.6547**	**0.8444**	**1.4200e-003**		**0.0277**	**0.0277**		**0.0261**	**0.0261**	**0.0000**	**121.7577**	**121.7577**	**0.0286**	**0.0000**	**122.4733**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7800e-003	0.1386	0.0392	3.7000e-004	8.8300e-003	1.8000e-004	9.0100e-003	2.5500e-003	1.7000e-004	2.7300e-003	0.0000	35.9012	35.9012	1.9400e-003	0.0000	35.9498
Worker	0.0157	0.0115	0.1082	3.6000e-004	0.0470	2.7000e-004	0.0473	0.0125	2.5000e-004	0.0127	0.0000	32.5241	32.5241	7.4000e-004	0.0000	32.5427
Total	**0.0194**	**0.1500**	**0.1474**	**7.3000e-004**	**0.0558**	**4.5000e-004**	**0.0563**	**0.0150**	**4.2000e-004**	**0.0155**	**0.0000**	**68.4253**	**68.4253**	**2.6800e-003**	**0.0000**	**68.4924**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0718	0.6547	0.8444	1.4200e-003		0.0277	0.0277		0.0261	0.0261	0.0000	121.7576	121.7576	0.0286	0.0000	122.4731
Total	**0.0718**	**0.6547**	**0.8444**	**1.4200e-003**		**0.0277**	**0.0277**		**0.0261**	**0.0261**	**0.0000**	**121.7576**	**121.7576**	**0.0286**	**0.0000**	**122.4731**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7800e-003	0.1386	0.0392	3.7000e-004	8.8300e-003	1.8000e-004	9.0100e-003	2.5500e-003	1.7000e-004	2.7300e-003	0.0000	35.9012	35.9012	1.9400e-003	0.0000	35.9498
Worker	0.0157	0.0115	0.1082	3.6000e-004	0.0470	2.7000e-004	0.0473	0.0125	2.5000e-004	0.0127	0.0000	32.5241	32.5241	7.4000e-004	0.0000	32.5427
Total	**0.0194**	**0.1500**	**0.1474**	**7.3000e-004**	**0.0558**	**4.5000e-004**	**0.0563**	**0.0150**	**4.2000e-004**	**0.0155**	**0.0000**	**68.4253**	**68.4253**	**2.6800e-003**	**0.0000**	**68.4924**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	6.5100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0157**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0193**	**20.0193**	**6.4700e-003**	**0.0000**	**20.1811**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.5000e-004	3.3200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	0.9992	0.9992	2.0000e-005	0.0000	0.9998
Total	**4.8000e-004**	**3.5000e-004**	**3.3200e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**0.9992**	**0.9992**	**2.0000e-005**	**0.0000**	**0.9998**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	6.5100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0157**	**0.0858**	**0.1458**	**2.3000e-004**		**4.1900e-003**	**4.1900e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**20.0192**	**20.0192**	**6.4700e-003**	**0.0000**	**20.1811**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.5000e-004	3.3200e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	0.9992	0.9992	2.0000e-005	0.0000	0.9998
Total	**4.8000e-004**	**3.5000e-004**	**3.3200e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**0.9992**	**0.9992**	**2.0000e-005**	**0.0000**	**0.9998**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**0.1220**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.5000e-004	4.2100e-003	1.0000e-005	1.8300e-003	1.0000e-005	1.8400e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2657	1.2657	3.0000e-005	0.0000	1.2664
Total	**6.1000e-004**	**4.5000e-004**	**4.2100e-003**	**1.0000e-005**	**1.8300e-003**	**1.0000e-005**	**1.8400e-003**	**4.9000e-004**	**1.0000e-005**	**5.0000e-004**	**0.0000**	**1.2657**	**1.2657**	**3.0000e-005**	**0.0000**	**1.2664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	**0.1220**	**0.0115**	**0.0181**	**3.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5567**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.5000e-004	4.2100e-003	1.0000e-005	1.8300e-003	1.0000e-005	1.8400e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2657	1.2657	3.0000e-005	0.0000	1.2664
Total	**6.1000e-004**	**4.5000e-004**	**4.2100e-003**	**1.0000e-005**	**1.8300e-003**	**1.0000e-005**	**1.8400e-003**	**4.9000e-004**	**1.0000e-005**	**5.0000e-004**	**0.0000**	**1.2657**	**1.2657**	**3.0000e-005**	**0.0000**	**1.2664**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016
Other Asphalt Surfaces	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016
Parking Lot	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016

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	23.8860	23.8860	2.3600e-003	4.9000e-004	24.0902
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	23.8860	23.8860	2.3600e-003	4.9000e-004	24.0902
NaturalGas Mitigated	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.6607	5.6607	1.1000e-004	1.0000e-004	5.6943
NaturalGas Unmitigated	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.6607	5.6607	1.1000e-004	1.0000e-004	5.6943

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					
General Office Building	106078	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.6607	5.6607	1.1000e-004	1.0000e-004	5.6943
Other 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		**5.7000e-004**	**5.2000e-003**	**4.3700e-003**	**3.0000e-005**		**4.0000e-004**	**4.0000e-004**		**4.0000e-004**	**4.0000e-004**	**0.0000**	**5.6607**	**5.6607**	**1.1000e-004**	**1.0000e-004**	**5.6943**

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					
General Office Building	106078	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.6607	5.6607	1.1000e-004	1.0000e-004	5.6943
Other 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		**5.7000e-004**	**5.2000e-003**	**4.3700e-003**	**3.0000e-005**		**4.0000e-004**	**4.0000e-004**		**4.0000e-004**	**4.0000e-004**	**0.0000**	**5.6607**	**5.6607**	**1.1000e-004**	**1.0000e-004**	**5.6943**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	115538	15.4078	1.5200e-003	3.1000e-004	15.5395
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	63575.8	8.4782	8.4000e-004	1.7000e-004	8.5507
Total		**23.8860**	**2.3600e-003**	**4.8000e-004**	**24.0902**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	115538	15.4078	1.5200e-003	3.1000e-004	15.5395
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	63575.8	8.4782	8.4000e-004	1.7000e-004	8.5507
Total		**23.8860**	**2.3600e-003**	**4.8000e-004**	**24.0902**

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	0.0513	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.0000e-004
Unmitigated	0.0513	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.0000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0120					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.0000e-004
Total	**0.0513**	**0.0000**	**1.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.0000**	**4.0000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0120					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.8000e-004	3.8000e-004	0.0000	0.0000	4.0000e-004
Total	**0.0513**	**0.0000**	**1.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.0000**	**4.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.5259	0.0376	9.1000e-004	2.7381
Unmitigated	1.5259	0.0376	9.1000e-004	2.7381

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.15171 / 0.70589	1.5259	0.0376	9.1000e-004	2.7381
Other 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		**1.5259**	**0.0376**	**9.1000e-004**	**2.7381**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.15171 / 0.70589	1.5259	0.0376	9.1000e-004	2.7381
Other 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		**1.5259**	**0.0376**	**9.1000e-004**	**2.7381**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.2240	0.0723	0.0000	3.0325
Unmitigated	1.2240	0.0723	0.0000	3.0325

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	6.03	1.2240	0.0723	0.0000	3.0325
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.2240**	**0.0723**	**0.0000**	**3.0325**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	6.03	1.2240	0.0723	0.0000	3.0325
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.2240**	**0.0723**	**0.0000**	**3.0325**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-50.6962	0.0000	0.0000	-50.6962

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	2.474 / 0	-35.3782	0.0000	0.0000	-35.3782
Trees	0.138 / 0	-15.3180	0.0000	0.0000	-15.3180
Total		**-50.6962**	**0.0000**	**0.0000**	**-50.6962**

Pismo State Beach & Oceano Dunes SVRA PWP - Park Corporation Yard

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.48	1000sqft	0.15	6,480.00	0
Parking Lot	4.17	Acre	4.17	181,645.20	0
Other Asphalt Surfaces	0.80	Acre	0.80	34,848.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use -

Construction Phase - Estimated total construction would be 9 months. Reduced building construction phase to reflect this.

Demolition -

Vehicle Trips - No change in operational vehicle trips.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Assume watering exposed areas at least twice daily.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	105.00
tblConstructionPhase	PhaseEndDate	3/24/2026	9/30/2025
tblConstructionPhase	PhaseEndDate	1/27/2026	8/5/2025
tblConstructionPhase	PhaseEndDate	2/24/2026	9/2/2025
tblConstructionPhase	PhaseStartDate	2/25/2026	9/3/2025
tblConstructionPhase	PhaseStartDate	1/28/2026	8/6/2025
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	12.2545	25.2718	19.8635	0.0413	18.2442	1.0878	19.3320	9.9779	1.0008	10.9786	0.0000	4,031.0915	4,031.0915	1.1963	0.0000	4,047.5096
Maximum	**12.2545**	**25.2718**	**19.8635**	**0.0413**	**18.2442**	**1.0878**	**19.3320**	**9.9779**	**1.0008**	**10.9786**	**0.0000**	**4,031.0915**	**4,031.0915**	**1.1963**	**0.0000**	**4,047.5096**

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					
2025	12.2545	25.2718	19.8635	0.0413	8.3078	1.0878	9.3956	4.5160	1.0008	5.5168	0.0000	4,031.0915	4,031.0915	1.1963	0.0000	4,047.5096
Maximum	**12.2545**	**25.2718**	**19.8635**	**0.0413**	**8.3078**	**1.0878**	**9.3956**	**4.5160**	**1.0008**	**5.5168**	**0.0000**	**4,031.0915**	**4,031.0915**	**1.1963**	**0.0000**	**4,047.5096**

	ROG	NOx	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**	**54.46**	**0.00**	**51.40**	**54.74**	**0.00**	**49.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Energy	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2845**	**0.0285**	**0.0251**	**1.7000e-004**	**0.0000**	**2.1700e-003**	**2.1700e-003**	**0.0000**	**2.1700e-003**	**2.1700e-003**		**34.1935**	**34.1935**	**6.7000e-004**	**6.3000e-004**	**34.3969**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Energy	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2845**	**0.0285**	**0.0251**	**1.7000e-004**	**0.0000**	**2.1700e-003**	**2.1700e-003**	**0.0000**	**2.1700e-003**	**2.1700e-003**		**34.1935**	**34.1935**	**6.7000e-004**	**6.3000e-004**	**34.3969**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2025	1/28/2025	5	20	
2	Site Preparation	Site Preparation	1/29/2025	2/11/2025	5	10	
3	Grading	Grading	2/12/2025	3/11/2025	5	20	
4	Building Construction	Building Construction	3/12/2025	8/5/2025	5	105	
5	Paving	Paving	8/6/2025	9/2/2025	5	20	
6	Architectural Coating	Architectural Coating	9/3/2025	9/30/2025	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.97

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,720; Non-Residential Outdoor: 3,240; Striped Parking Area: 12,990 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach & Oceano Dunes SVRA PWP - Park Corporation Yard - San Luis Obispo County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	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	6	15.00	0.00	36.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	37.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3976	0.0000	0.3976	0.0602	0.0000	0.0602			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920		3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.3976**	**0.8528**	**1.2504**	**0.0602**	**0.7920**	**0.8522**		**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.0400e-003	0.3146	0.0992	1.3200e-003	0.0315	7.6000e-004	0.0322	8.6300e-003	7.3000e-004	9.3500e-003		144.1025	144.1025	8.7300e-003		144.3208
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0559**	**0.3462**	**0.4451**	**2.4700e-003**	**0.1798**	**1.5900e-003**	**0.1814**	**0.0480**	**1.5000e-003**	**0.0495**		**258.7158**	**258.7158**	**0.0113**		**258.9994**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1789	0.0000	0.1789	0.0271	0.0000	0.0271			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920	0.0000	3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.1789**	**0.8528**	**1.0317**	**0.0271**	**0.7920**	**0.8191**	**0.0000**	**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.0400e-003	0.3146	0.0992	1.3200e-003	0.0315	7.6000e-004	0.0322	8.6300e-003	7.3000e-004	9.3500e-003		144.1025	144.1025	8.7300e-003		144.3208
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0559**	**0.3462**	**0.4451**	**2.4700e-003**	**0.1798**	**1.5900e-003**	**0.1814**	**0.0480**	**1.5000e-003**	**0.0495**		**258.7158**	**258.7158**	**0.0113**		**258.9994**

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.0663**	**1.0868**	**19.1531**	**9.9307**	**0.9999**	**10.9305**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0562	0.0380	0.4151	1.3800e-003	0.1780	1.0000e-003	0.1790	0.0472	9.2000e-004	0.0481		137.5360	137.5360	3.1300e-003		137.6144
Total	**0.0562**	**0.0380**	**0.4151**	**1.3800e-003**	**0.1780**	**1.0000e-003**	**0.1790**	**0.0472**	**9.2000e-004**	**0.0481**		**137.5360**	**137.5360**	**3.1300e-003**		**137.6144**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**8.1298**	**1.0868**	**9.2166**	**4.4688**	**0.9999**	**5.4687**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0562	0.0380	0.4151	1.3800e-003	0.1780	1.0000e-003	0.1790	0.0472	9.2000e-004	0.0481		137.5360	137.5360	3.1300e-003		137.6144
Total	**0.0562**	**0.0380**	**0.4151**	**1.3800e-003**	**0.1780**	**1.0000e-003**	**0.1790**	**0.0472**	**9.2000e-004**	**0.0481**		**137.5360**	**137.5360**	**3.1300e-003**		**137.6144**

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.5523**	**0.6236**	**7.1759**	**3.3675**	**0.5737**	**3.9412**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0468**	**0.0316**	**0.3459**	**1.1500e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**114.6133**	**114.6133**	**2.6100e-003**		**114.6786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**2.9486**	**0.6236**	**3.5721**	**1.5154**	**0.5737**	**2.0891**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0468**	**0.0316**	**0.3459**	**1.1500e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**114.6133**	**114.6133**	**2.6100e-003**		**114.6786**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0699	2.6298	0.7012	7.1400e-003	0.1719	3.4200e-003	0.1753	0.0495	3.2700e-003	0.0528		764.0145	764.0145	0.0396		765.0041
Worker	0.2903	0.1961	2.1445	7.1300e-003	0.9194	5.1500e-003	0.9246	0.2439	4.7400e-003	0.2486		710.6026	710.6026	0.0162		711.0075
Total	**0.3602**	**2.8258**	**2.8457**	**0.0143**	**1.0913**	**8.5700e-003**	**1.0999**	**0.2934**	**8.0100e-003**	**0.3014**		**1,474.6172**	**1,474.6172**	**0.0558**		**1,476.0116**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0699	2.6298	0.7012	7.1400e-003	0.1719	3.4200e-003	0.1753	0.0495	3.2700e-003	0.0528		764.0145	764.0145	0.0396		765.0041
Worker	0.2903	0.1961	2.1445	7.1300e-003	0.9194	5.1500e-003	0.9246	0.2439	4.7400e-003	0.2486		710.6026	710.6026	0.0162		711.0075
Total	**0.3602**	**2.8258**	**2.8457**	**0.0143**	**1.0913**	**8.5700e-003**	**1.0999**	**0.2934**	**8.0100e-003**	**0.3014**		**1,474.6172**	**1,474.6172**	**0.0558**		**1,476.0116**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5662**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0468**	**0.0316**	**0.3459**	**1.1500e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**114.6133**	**114.6133**	**2.6100e-003**		**114.6786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5662**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0468**	**0.0316**	**0.3459**	**1.1500e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**114.6133**	**114.6133**	**2.6100e-003**		**114.6786**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**12.1952**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0593	0.0401	0.4381	1.4600e-003	0.1878	1.0500e-003	0.1889	0.0498	9.7000e-004	0.0508		145.1769	145.1769	3.3100e-003		145.2596
Total	**0.0593**	**0.0401**	**0.4381**	**1.4600e-003**	**0.1878**	**1.0500e-003**	**0.1889**	**0.0498**	**9.7000e-004**	**0.0508**		**145.1769**	**145.1769**	**3.3100e-003**		**145.2596**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.0244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**12.1952**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0593	0.0401	0.4381	1.4600e-003	0.1878	1.0500e-003	0.1889	0.0498	9.7000e-004	0.0508		145.1769	145.1769	3.3100e-003		145.2596
Total	**0.0593**	**0.0401**	**0.4381**	**1.4600e-003**	**0.1878**	**1.0500e-003**	**0.1889**	**0.0498**	**9.7000e-004**	**0.0508**		**145.1769**	**145.1769**	**3.3100e-003**		**145.2596**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016
Other Asphalt Surfaces	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016
Parking Lot	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016

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	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
NaturalGas Unmitigated	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942

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					
General Office Building	290.624	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Other 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
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		**3.1300e-003**	**0.0285**	**0.0239**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**		**34.1910**	**34.1910**	**6.6000e-004**	**6.3000e-004**	**34.3942**

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					
General Office Building	0.290624	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Other 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
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		**3.1300e-003**	**0.0285**	**0.0239**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**		**34.1910**	**34.1910**	**6.6000e-004**	**6.3000e-004**	**34.3942**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Unmitigated	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-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	lb/day										lb/day					
Architectural Coating	0.0659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Total	**0.2814**	**1.0000e-005**	**1.1700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5100e-003**	**2.5100e-003**	**1.0000e-005**		**2.6700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Total	**0.2814**	**1.0000e-005**	**1.1700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5100e-003**	**2.5100e-003**	**1.0000e-005**		**2.6700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach & Oceano Dunes SVRA PWP - Park Corporation Yard

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.48	1000sqft	0.15	6,480.00	0
Parking Lot	4.17	Acre	4.17	181,645.20	0
Other Asphalt Surfaces	0.80	Acre	0.80	34,848.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use -

Construction Phase - Estimated total construction would be 9 months. Reduced building construction phase to reflect this.

Demolition -

Vehicle Trips - No change in operational vehicle trips.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Assume watering exposed areas at least twice daily.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	105.00
tblConstructionPhase	PhaseEndDate	3/24/2026	9/30/2025
tblConstructionPhase	PhaseEndDate	1/27/2026	8/5/2025
tblConstructionPhase	PhaseEndDate	2/24/2026	9/2/2025
tblConstructionPhase	PhaseStartDate	2/25/2026	9/3/2025
tblConstructionPhase	PhaseStartDate	1/28/2026	8/6/2025
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	12.2638	25.2769	19.8548	0.0412	18.2442	1.0878	19.3320	9.9779	1.0008	10.9786	0.0000	3,998.6726	3,998.6726	1.1961	0.0000	4,025.1200
Maximum	**12.2638**	**25.2769**	**19.8548**	**0.0412**	**18.2442**	**1.0878**	**19.3320**	**9.9779**	**1.0008**	**10.9786**	**0.0000**	**3,998.6726**	**3,998.6726**	**1.1961**	**0.0000**	**4,025.1200**

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					
2025	12.2638	25.2769	19.8548	0.0412	8.3078	1.0878	9.3956	4.5160	1.0008	5.5168	0.0000	3,998.6726	3,998.6726	1.1961	0.0000	4,025.1200
Maximum	**12.2638**	**25.2769**	**19.8548**	**0.0412**	**8.3078**	**1.0878**	**9.3956**	**4.5160**	**1.0008**	**5.5168**	**0.0000**	**3,998.6726**	**3,998.6726**	**1.1961**	**0.0000**	**4,025.1200**

	ROG	NOx	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**	**54.46**	**0.00**	**51.40**	**54.74**	**0.00**	**49.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Energy	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2845**	**0.0285**	**0.0251**	**1.7000e-004**	**0.0000**	**2.1700e-003**	**2.1700e-003**	**0.0000**	**2.1700e-003**	**2.1700e-003**		**34.1935**	**34.1935**	**6.7000e-004**	**6.3000e-004**	**34.3969**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Energy	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2845**	**0.0285**	**0.0251**	**1.7000e-004**	**0.0000**	**2.1700e-003**	**2.1700e-003**	**0.0000**	**2.1700e-003**	**2.1700e-003**		**34.1935**	**34.1935**	**6.7000e-004**	**6.3000e-004**	**34.3969**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2025	1/28/2025	5	20	
2	Site Preparation	Site Preparation	1/29/2025	2/11/2025	5	10	
3	Grading	Grading	2/12/2025	3/11/2025	5	20	
4	Building Construction	Building Construction	3/12/2025	8/5/2025	5	105	
5	Paving	Paving	8/6/2025	9/2/2025	5	20	
6	Architectural Coating	Architectural Coating	9/3/2025	9/30/2025	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.97

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,720; Non-Residential Outdoor: 3,240; Striped Parking Area: 12,990 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach & Oceano Dunes SVRA PWP - Park Corporation Yard - San Luis Obispo County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	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	6	15.00	0.00	36.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	93.00	37.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3976	0.0000	0.3976	0.0602	0.0000	0.0602			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920		3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.3976**	**0.8528**	**1.2504**	**0.0602**	**0.7920**	**0.8522**		**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.2900e-003	0.3150	0.1039	1.3000e-003	0.0315	7.7000e-004	0.0322	8.6300e-003	7.4000e-004	9.3700e-003		141.8196	141.8196	8.9600e-003		142.0436
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0634**	**0.3509**	**0.4364**	**2.4000e-003**	**0.1798**	**1.6000e-003**	**0.1814**	**0.0480**	**1.5100e-003**	**0.0495**		**251.0730**	**251.0730**	**0.0115**		**251.3594**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.1789	0.0000	0.1789	0.0271	0.0000	0.0271			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920	0.0000	3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.1789**	**0.8528**	**1.0317**	**0.0271**	**0.7920**	**0.8191**	**0.0000**	**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.2900e-003	0.3150	0.1039	1.3000e-003	0.0315	7.7000e-004	0.0322	8.6300e-003	7.4000e-004	9.3700e-003		141.8196	141.8196	8.9600e-003		142.0436
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0634**	**0.3509**	**0.4364**	**2.4000e-003**	**0.1798**	**1.6000e-003**	**0.1814**	**0.0480**	**1.5100e-003**	**0.0495**		**251.0730**	**251.0730**	**0.0115**		**251.3594**

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.0663**	**1.0868**	**19.1531**	**9.9307**	**0.9999**	**10.9305**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0430	0.3991	1.3100e-003	0.1780	1.0000e-003	0.1790	0.0472	9.2000e-004	0.0481		131.1041	131.1041	3.0000e-003		131.1790
Total	**0.0649**	**0.0430**	**0.3991**	**1.3100e-003**	**0.1780**	**1.0000e-003**	**0.1790**	**0.0472**	**9.2000e-004**	**0.0481**		**131.1041**	**131.1041**	**3.0000e-003**		**131.1790**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**8.1298**	**1.0868**	**9.2166**	**4.4688**	**0.9999**	**5.4687**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0430	0.3991	1.3100e-003	0.1780	1.0000e-003	0.1790	0.0472	9.2000e-004	0.0481		131.1041	131.1041	3.0000e-003		131.1790
Total	**0.0649**	**0.0430**	**0.3991**	**1.3100e-003**	**0.1780**	**1.0000e-003**	**0.1790**	**0.0472**	**9.2000e-004**	**0.0481**		**131.1041**	**131.1041**	**3.0000e-003**		**131.1790**

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.5523**	**0.6236**	**7.1759**	**3.3675**	**0.5737**	**3.9412**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0541**	**0.0359**	**0.3326**	**1.1000e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**109.2534**	**109.2534**	**2.5000e-003**		**109.3158**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**2.9486**	**0.6236**	**3.5721**	**1.5154**	**0.5737**	**2.0891**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0541**	**0.0359**	**0.3326**	**1.1000e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**109.2534**	**109.2534**	**2.5000e-003**		**109.3158**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0746	2.6080	0.7879	6.9100e-003	0.1719	3.5800e-003	0.1755	0.0495	3.4200e-003	0.0529		739.7132	739.7132	0.0422		740.7679
Worker	0.3355	0.2223	2.0619	6.7900e-003	0.9194	5.1500e-003	0.9246	0.2439	4.7400e-003	0.2486		677.3710	677.3710	0.0155		677.7581
Total	**0.4101**	**2.8303**	**2.8498**	**0.0137**	**1.0913**	**8.7300e-003**	**1.1000**	**0.2934**	**8.1600e-003**	**0.3015**		**1,417.0843**	**1,417.0843**	**0.0577**		**1,418.5261**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0746	2.6080	0.7879	6.9100e-003	0.1719	3.5800e-003	0.1755	0.0495	3.4200e-003	0.0529		739.7132	739.7132	0.0422		740.7679
Worker	0.3355	0.2223	2.0619	6.7900e-003	0.9194	5.1500e-003	0.9246	0.2439	4.7400e-003	0.2486		677.3710	677.3710	0.0155		677.7581
Total	**0.4101**	**2.8303**	**2.8498**	**0.0137**	**1.0913**	**8.7300e-003**	**1.1000**	**0.2934**	**8.1600e-003**	**0.3015**		**1,417.0843**	**1,417.0843**	**0.0577**		**1,418.5261**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5662**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0541**	**0.0359**	**0.3326**	**1.1000e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**109.2534**	**109.2534**	**2.5000e-003**		**109.3158**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5662**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0541**	**0.0359**	**0.3326**	**1.1000e-003**	**0.1483**	**8.3000e-004**	**0.1491**	**0.0393**	**7.7000e-004**	**0.0401**		**109.2534**	**109.2534**	**2.5000e-003**		**109.3158**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**12.1952**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0685	0.0454	0.4213	1.3900e-003	0.1878	1.0500e-003	0.1889	0.0498	9.7000e-004	0.0508		138.3876	138.3876	3.1600e-003		138.4667
Total	**0.0685**	**0.0454**	**0.4213**	**1.3900e-003**	**0.1878**	**1.0500e-003**	**0.1889**	**0.0498**	**9.7000e-004**	**0.0508**		**138.3876**	**138.3876**	**3.1600e-003**		**138.4667**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.0244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**12.1952**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0685	0.0454	0.4213	1.3900e-003	0.1878	1.0500e-003	0.1889	0.0498	9.7000e-004	0.0508		138.3876	138.3876	3.1600e-003		138.4667
Total	**0.0685**	**0.0454**	**0.4213**	**1.3900e-003**	**0.1878**	**1.0500e-003**	**0.1889**	**0.0498**	**9.7000e-004**	**0.0508**		**138.3876**	**138.3876**	**3.1600e-003**		**138.4667**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016
Other Asphalt Surfaces	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016
Parking Lot	0.598707	0.026478	0.198533	0.109950	0.019088	0.005179	0.012618	0.019740	0.002283	0.001113	0.004555	0.000739	0.001016

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	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
NaturalGas Unmitigated	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942

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					
General Office Building	290.624	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Other 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
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		**3.1300e-003**	**0.0285**	**0.0239**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**		**34.1910**	**34.1910**	**6.6000e-004**	**6.3000e-004**	**34.3942**

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					
General Office Building	0.290624	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003		34.1910	34.1910	6.6000e-004	6.3000e-004	34.3942
Other 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
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		**3.1300e-003**	**0.0285**	**0.0239**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**		**34.1910**	**34.1910**	**6.6000e-004**	**6.3000e-004**	**34.3942**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Unmitigated	0.2814	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-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	lb/day										lb/day					
Architectural Coating	0.0659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Total	**0.2814**	**1.0000e-005**	**1.1700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5100e-003**	**2.5100e-003**	**1.0000e-005**		**2.6700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5100e-003	2.5100e-003	1.0000e-005		2.6700e-003
Total	**0.2814**	**1.0000e-005**	**1.1700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5100e-003**	**2.5100e-003**	**1.0000e-005**		**2.6700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Ocean Dunes PWP - Corporation Yard Phase 2

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	8.46	1000sqft	0.19	8,460.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Design pending, but assumed approximately double the size of the Phase 1 single-story building. Paving of entire site anticipated to occur under Phase 1.

Construction Phase - No demolition. Removed paving, as that is captured under Phase 1 for the entire site. Increased phase durations proportionally from defaults to account for estimated 9-month construction duration.

Vehicle Trips - No change in operational vehicle trips resulting from project.

Landscape Equipment - No increase in langscape/vegetation management equipment use as a result of project.

Energy Use -

Construction Off-road Equipment Mitigation - At least twice daily watering of any exposed areas.

Trips and VMT - Increased default building const and arch coating phase worker trips proportionally to number of equipment pieces.

Land Use Change - Potential vegetation loss accounted for under Phase 1.

Energy Mitigation - Title 24 30% improvement to account for most recent standards in effect January 1, 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	6.00
tblConstructionPhase	NumDays	100.00	121.00
tblConstructionPhase	PhaseEndDate	2/27/2026	3/31/2026
tblConstructionPhase	PhaseEndDate	2/20/2026	3/23/2026
tblConstructionPhase	PhaseStartDate	2/21/2026	3/24/2026
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	WorkerTripNumber	3.00	15.00
tblTripsAndVMT	WorkerTripNumber	1.00	3.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0198	0.1836	0.2421	4.2000e-004	5.8300e-003	7.9200e-003	0.0138	1.7200e-003	7.3000e-003	9.0200e-003	0.0000	36.8760	36.8760	0.0107	0.0000	37.1422
2026	0.1159	0.1654	0.2189	3.8000e-004	4.4100e-003	7.1800e-003	0.0116	1.1700e-003	6.6200e-003	7.7900e-003	0.0000	33.2329	33.2329	9.5400e-003	0.0000	33.4714
Maximum	**0.1159**	**0.1836**	**0.2421**	**4.2000e-004**	**5.8300e-003**	**7.9200e-003**	**0.0138**	**1.7200e-003**	**7.3000e-003**	**9.0200e-003**	**0.0000**	**36.8760**	**36.8760**	**0.0107**	**0.0000**	**37.1422**

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					
2025	0.0198	0.1836	0.2421	4.2000e-004	5.2700e-003	7.9200e-003	0.0132	1.4800e-003	7.3000e-003	8.7800e-003	0.0000	36.8759	36.8759	0.0107	0.0000	37.1421
2026	0.1159	0.1654	0.2189	3.8000e-004	4.4100e-003	7.1800e-003	0.0116	1.1700e-003	6.6200e-003	7.7900e-003	0.0000	33.2328	33.2328	9.5400e-003	0.0000	33.4713
Maximum	**0.1159**	**0.1836**	**0.2421**	**4.2000e-004**	**5.2700e-003**	**7.9200e-003**	**0.0132**	**1.4800e-003**	**7.3000e-003**	**8.7800e-003**	**0.0000**	**36.8759**	**36.8759**	**0.0107**	**0.0000**	**37.1421**

	ROG	NOx	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**	**5.47**	**0.00**	**2.21**	**8.30**	**0.00**	**1.43**	**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	10-1-2025	12-31-2025	0.2029	0.2029
2	1-1-2026	3-31-2026	0.2784	0.2784
		Highest	0.2784	0.2784

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	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	7.5000e-004	6.7900e-003	5.7000e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	27.5061	27.5061	2.1300e-003	5.5000e-004	27.7219
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.5975	0.0000	1.5975	0.0944	0.0000	3.9578
Water						0.0000	0.0000		0.0000	0.0000	0.4770	1.5152	1.9922	0.0492	1.1900e-003	3.5748
Total	**0.0436**	**6.7900e-003**	**5.7000e-003**	**4.0000e-005**	**0.0000**	**5.2000e-004**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**5.2000e-004**	**2.0746**	**29.0212**	**31.0958**	**0.1457**	**1.7400e-003**	**35.2545**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	5.2000e-004	4.7600e-003	4.0000e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	23.2291	23.2291	1.8800e-003	4.6000e-004	23.4141
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1.5975	0.0000	1.5975	0.0944	0.0000	3.9578
Water						0.0000	0.0000		0.0000	0.0000	0.4770	1.5152	1.9922	0.0492	1.1900e-003	3.5748
Total	**0.0434**	**4.7600e-003**	**4.0000e-003**	**3.0000e-005**	**0.0000**	**3.6000e-004**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**3.6000e-004**	**2.0746**	**24.7442**	**26.8188**	**0.1454**	**1.6500e-003**	**30.9468**

	ROG	NOx	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	**0.53**	**29.90**	**29.82**	**25.00**	**0.00**	**30.77**	**30.77**	**0.00**	**30.77**	**30.77**	**0.00**	**14.74**	**13.75**	**0.17**	**5.17**	**12.22**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2025	10/1/2025	5	1	
2	Grading	Grading	10/2/2025	10/3/2025	5	2	
3	Building Construction	Building Construction	10/4/2025	3/23/2026	5	121	
4	Architectural Coating	Architectural Coating	3/24/2026	3/31/2026	5	6	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,690; Non-Residential Outdoor: 4,230; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	1.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	2.4000e-003	1.9100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	**2.2000e-004**	**2.4000e-003**	**1.9100e-003**	**0.0000**	**2.7000e-004**	**8.0000e-005**	**3.5000e-004**	**3.0000e-005**	**8.0000e-005**	**1.1000e-004**	**0.0000**	**0.4274**	**0.4274**	**1.4000e-004**	**0.0000**	**0.4309**

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0167	0.0167	0.0000	0.0000	0.0167
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0167**	**0.0167**	**0.0000**	**0.0000**	**0.0167**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	2.4000e-003	1.9100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	**2.2000e-004**	**2.4000e-003**	**1.9100e-003**	**0.0000**	**1.2000e-004**	**8.0000e-005**	**2.0000e-004**	**1.0000e-005**	**8.0000e-005**	**9.0000e-005**	**0.0000**	**0.4274**	**0.4274**	**1.4000e-004**	**0.0000**	**0.4309**

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0167	0.0167	0.0000	0.0000	0.0167
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0167**	**0.0167**	**0.0000**	**0.0000**	**0.0167**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.0000e-004	2.0000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471
Total	**5.7000e-004**	**5.1000e-003**	**7.3600e-003**	**1.0000e-005**	**7.5000e-004**	**2.1000e-004**	**9.6000e-004**	**4.1000e-004**	**2.0000e-004**	**6.1000e-004**	**0.0000**	**1.0425**	**1.0425**	**1.9000e-004**	**0.0000**	**1.0471**

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.2000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0666	0.0666	0.0000	0.0000	0.0667
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0666**	**0.0666**	**0.0000**	**0.0000**	**0.0667**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005		2.1000e-004	2.1000e-004		2.0000e-004	2.0000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471
Total	**5.7000e-004**	**5.1000e-003**	**7.3600e-003**	**1.0000e-005**	**3.4000e-004**	**2.1000e-004**	**5.5000e-004**	**1.9000e-004**	**2.0000e-004**	**3.9000e-004**	**0.0000**	**1.0425**	**1.0425**	**1.9000e-004**	**0.0000**	**1.0471**

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.2000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0666	0.0666	0.0000	0.0000	0.0667
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0666**	**0.0666**	**0.0000**	**0.0000**	**0.0667**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0174	0.1727	0.2214	3.6000e-004		7.6000e-003	7.6000e-003		6.9900e-003	6.9900e-003	0.0000	31.5932	31.5932	0.0102	0.0000	31.8486
Total	**0.0174**	**0.1727**	**0.2214**	**3.6000e-004**		**7.6000e-003**	**7.6000e-003**		**6.9900e-003**	**6.9900e-003**	**0.0000**	**31.5932**	**31.5932**	**0.0102**	**0.0000**	**31.8486**

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0000e-005	2.2500e-003	6.4000e-004	1.0000e-005	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5822	0.5822	3.0000e-005	0.0000	0.5830
Worker	1.5200e-003	1.1100e-003	0.0105	3.0000e-005	4.5500e-003	3.0000e-005	4.5700e-003	1.2100e-003	2.0000e-005	1.2300e-003	0.0000	3.1475	3.1475	7.0000e-005	0.0000	3.1493
Total	**1.5800e-003**	**3.3600e-003**	**0.0111**	**4.0000e-005**	**4.6900e-003**	**3.0000e-005**	**4.7200e-003**	**1.2500e-003**	**2.0000e-005**	**1.2700e-003**	**0.0000**	**3.7297**	**3.7297**	**1.0000e-004**	**0.0000**	**3.7323**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0174	0.1727	0.2214	3.6000e-004		7.6000e-003	7.6000e-003		6.9900e-003	6.9900e-003	0.0000	31.5931	31.5931	0.0102	0.0000	31.8486
Total	**0.0174**	**0.1727**	**0.2214**	**3.6000e-004**		**7.6000e-003**	**7.6000e-003**		**6.9900e-003**	**6.9900e-003**	**0.0000**	**31.5931**	**31.5931**	**0.0102**	**0.0000**	**31.8486**

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0000e-005	2.2500e-003	6.4000e-004	1.0000e-005	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5822	0.5822	3.0000e-005	0.0000	0.5830
Worker	1.5200e-003	1.1100e-003	0.0105	3.0000e-005	4.5500e-003	3.0000e-005	4.5700e-003	1.2100e-003	2.0000e-005	1.2300e-003	0.0000	3.1475	3.1475	7.0000e-005	0.0000	3.1493
Total	**1.5800e-003**	**3.3600e-003**	**0.0111**	**4.0000e-005**	**4.6900e-003**	**3.0000e-005**	**4.7200e-003**	**1.2500e-003**	**2.0000e-005**	**1.2700e-003**	**0.0000**	**3.7297**	**3.7297**	**1.0000e-004**	**0.0000**	**3.7323**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0160	0.1590	0.2038	3.3000e-004		7.0000e-003	7.0000e-003		6.4400e-003	6.4400e-003	0.0000	29.0858	29.0858	9.4100e-003	0.0000	29.3209
Total	**0.0160**	**0.1590**	**0.2038**	**3.3000e-004**		**7.0000e-003**	**7.0000e-003**		**6.4400e-003**	**6.4400e-003**	**0.0000**	**29.0858**	**29.0858**	**9.4100e-003**	**0.0000**	**29.3209**

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	2.0300e-003	5.6000e-004	1.0000e-005	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5334	0.5334	3.0000e-005	0.0000	0.5341
Worker	1.3300e-003	9.3000e-004	8.9400e-003	3.0000e-005	4.1900e-003	2.0000e-005	4.2100e-003	1.1100e-003	2.0000e-005	1.1300e-003	0.0000	2.7901	2.7901	6.0000e-005	0.0000	2.7916
Total	**1.3800e-003**	**2.9600e-003**	**9.5000e-003**	**4.0000e-005**	**4.3200e-003**	**2.0000e-005**	**4.3400e-003**	**1.1500e-003**	**2.0000e-005**	**1.1700e-003**	**0.0000**	**3.3234**	**3.3234**	**9.0000e-005**	**0.0000**	**3.3257**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0160	0.1590	0.2038	3.3000e-004		7.0000e-003	7.0000e-003		6.4400e-003	6.4400e-003	0.0000	29.0857	29.0857	9.4100e-003	0.0000	29.3209
Total	**0.0160**	**0.1590**	**0.2038**	**3.3000e-004**		**7.0000e-003**	**7.0000e-003**		**6.4400e-003**	**6.4400e-003**	**0.0000**	**29.0857**	**29.0857**	**9.4100e-003**	**0.0000**	**29.3209**

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	2.0300e-003	5.6000e-004	1.0000e-005	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5334	0.5334	3.0000e-005	0.0000	0.5341
Worker	1.3300e-003	9.3000e-004	8.9400e-003	3.0000e-005	4.1900e-003	2.0000e-005	4.2100e-003	1.1100e-003	2.0000e-005	1.1300e-003	0.0000	2.7901	2.7901	6.0000e-005	0.0000	2.7916
Total	**1.3800e-003**	**2.9600e-003**	**9.5000e-003**	**4.0000e-005**	**4.3200e-003**	**2.0000e-005**	**4.3400e-003**	**1.1500e-003**	**2.0000e-005**	**1.1700e-003**	**0.0000**	**3.3234**	**3.3234**	**9.0000e-005**	**0.0000**	**3.3257**

3.5 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.4400e-003	5.4300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.7660	0.7660	4.0000e-005	0.0000	0.7670
Total	**0.0985**	**3.4400e-003**	**5.4300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.7660**	**0.7660**	**4.0000e-005**	**0.0000**	**0.7670**

3.5 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	1.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0577	0.0577	0.0000	0.0000	0.0578
Total	**3.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0577**	**0.0577**	**0.0000**	**0.0000**	**0.0578**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.4400e-003	5.4300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.7660	0.7660	4.0000e-005	0.0000	0.7670
Total	**0.0985**	**3.4400e-003**	**5.4300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.7660**	**0.7660**	**4.0000e-005**	**0.0000**	**0.7670**

3.5 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	1.8000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0577	0.0577	0.0000	0.0000	0.0578
Total	**3.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0577**	**0.0577**	**0.0000**	**0.0000**	**0.0578**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.602606	0.026011	0.198672	0.108173	0.017753	0.004949	0.012577	0.019761	0.002270	0.001100	0.004459	0.000730	0.000939

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	18.0477	18.0477	1.7800e-003	3.7000e-004	18.2020
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.1157	20.1157	1.9800e-003	4.1000e-004	20.2876
NaturalGas Mitigated	5.2000e-004	4.7600e-003	4.0000e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	5.1814	5.1814	1.0000e-004	9.0000e-005	5.2122
NaturalGas Unmitigated	7.5000e-004	6.7900e-003	5.7000e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	7.3904	7.3904	1.4000e-004	1.4000e-004	7.4343

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					
General Office Building	138490	7.5000e-004	6.7900e-003	5.7000e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	7.3904	7.3904	1.4000e-004	1.4000e-004	7.4343
Total		**7.5000e-004**	**6.7900e-003**	**5.7000e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**7.3904**	**7.3904**	**1.4000e-004**	**1.4000e-004**	**7.4343**

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					
General Office Building	97095.4	5.2000e-004	4.7600e-003	4.0000e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	5.1814	5.1814	1.0000e-004	9.0000e-005	5.2122
Total		**5.2000e-004**	**4.7600e-003**	**4.0000e-003**	**3.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**5.1814**	**5.1814**	**1.0000e-004**	**9.0000e-005**	**5.2122**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	150842	20.1157	1.9800e-003	4.1000e-004	20.2876
Total		**20.1157**	**1.9800e-003**	**4.1000e-004**	**20.2876**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	135335	18.0477	1.7800e-003	3.7000e-004	18.2020
Total		**18.0477**	**1.7800e-003**	**3.7000e-004**	**18.2020**

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	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	9.8000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0330					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0428**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.8000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0330					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0428**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.9922	0.0492	1.1900e-003	3.5748
Unmitigated	1.9922	0.0492	1.1900e-003	3.5748

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.50363 / 0.921578	1.9922	0.0492	1.1900e-003	3.5748
Total		**1.9922**	**0.0492**	**1.1900e-003**	**3.5748**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.50363 / 0.921578	1.9922	0.0492	1.1900e-003	3.5748
Total		**1.9922**	**0.0492**	**1.1900e-003**	**3.5748**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.5975	0.0944	0.0000	3.9578
Unmitigated	1.5975	0.0944	0.0000	3.9578

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	7.87	1.5975	0.0944	0.0000	3.9578
Total		**1.5975**	**0.0944**	**0.0000**	**3.9578**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	7.87	1.5975	0.0944	0.0000	3.9578
Total		**1.5975**	**0.0944**	**0.0000**	**3.9578**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Ocean Dunes PWP - Corporation Yard Phase 2

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	8.46	1000sqft	0.19	8,460.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Design pending, but assumed approximately double the size of the Phase 1 single-story building. Paving of entire site anticipated to occur under Phase 1.

Construction Phase - No demolition. Removed paving, as that is captured under Phase 1 for the entire site. Increased phase durations proportionally from defaults to account for estimated 9-month construction duration.

Vehicle Trips - No change in operational vehicle trips resulting from project.

Landscape Equipment - No increase in langscape/vegetation management equipment use as a result of project.

Energy Use -

Construction Off-road Equipment Mitigation - At least twice daily watering of any exposed areas.

Trips and VMT - Increased default building const and arch coating phase worker trips proportionally to number of equipment pieces.

Land Use Change - Potential vegetation loss accounted for under Phase 1.

Energy Mitigation - Title 24 30% improvement to account for most recent standards in effect January 1, 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	6.00
tblConstructionPhase	NumDays	100.00	121.00
tblConstructionPhase	PhaseEndDate	2/27/2026	3/31/2026
tblConstructionPhase	PhaseEndDate	2/20/2026	3/23/2026
tblConstructionPhase	PhaseStartDate	2/21/2026	3/24/2026
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	WorkerTripNumber	3.00	15.00
tblTripsAndVMT	WorkerTripNumber	1.00	3.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.6055	5.5847	7.5947	0.0128	0.8516	0.2422	1.0624	0.4400	0.2228	0.6414	0.0000	1,240.8334	1,240.8334	0.3612	0.0000	1,249.8646
2026	32.8565	5.5805	7.3675	0.0127	0.1529	0.2421	0.3951	0.0407	0.2228	0.2634	0.0000	1,236.4753	1,236.4753	0.3610	0.0000	1,245.5005
Maximum	**32.8565**	**5.5847**	**7.5947**	**0.0128**	**0.8516**	**0.2422**	**1.0624**	**0.4400**	**0.2228**	**0.6414**	**0.0000**	**1,240.8334**	**1,240.8334**	**0.3612**	**0.0000**	**1,249.8646**

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					
2025	0.6055	5.5847	7.5947	0.0128	0.4376	0.2422	0.6484	0.2124	0.2228	0.4138	0.0000	1,240.8334	1,240.8334	0.3612	0.0000	1,249.8646
2026	32.8565	5.5805	7.3675	0.0127	0.1529	0.2421	0.3951	0.0407	0.2228	0.2634	0.0000	1,236.4753	1,236.4753	0.3610	0.0000	1,245.5005
Maximum	**32.8565**	**5.5847**	**7.5947**	**0.0128**	**0.4376**	**0.2422**	**0.6484**	**0.2124**	**0.2228**	**0.4138**	**0.0000**	**1,240.8334**	**1,240.8334**	**0.3612**	**0.0000**	**1,249.8646**

	ROG	NOx	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**	**41.21**	**0.00**	**28.41**	**47.35**	**0.00**	**25.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Energy	4.0900e-003	0.0372	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.6383	44.6383	8.6000e-004	8.2000e-004	44.9035
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2389**	**0.0372**	**0.0321**	**2.2000e-004**	**0.0000**	**2.8300e-003**	**2.8300e-003**	**0.0000**	**2.8300e-003**	**2.8300e-003**		**44.6401**	**44.6401**	**8.6000e-004**	**8.2000e-004**	**44.9055**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Energy	2.8700e-003	0.0261	0.0219	1.6000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003		31.2959	31.2959	6.0000e-004	5.7000e-004	31.4818
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2377**	**0.0261**	**0.0228**	**1.6000e-004**	**0.0000**	**1.9800e-003**	**1.9800e-003**	**0.0000**	**1.9800e-003**	**1.9800e-003**		**31.2977**	**31.2977**	**6.0000e-004**	**5.7000e-004**	**31.4838**

	ROG	NOx	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	**0.51**	**29.88**	**29.09**	**27.27**	**0.00**	**30.04**	**30.04**	**0.00**	**30.04**	**30.04**	**0.00**	**29.89**	**29.89**	**30.23**	**30.49**	**29.89**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2025	10/1/2025	5	1	
2	Grading	Grading	10/2/2025	10/3/2025	5	2	
3	Building Construction	Building Construction	10/4/2025	3/23/2026	5	121	
4	Architectural Coating	Architectural Coating	3/24/2026	3/31/2026	5	6	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,690; Non-Residential Outdoor: 4,230; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Ocean Dunes PWP - Corporation Yard Phase 2 - San Luis Obispo County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	1.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0156	0.0105	0.1153	3.8000e-004	0.0494	2.8000e-004	0.0497	0.0131	2.6000e-004	0.0134		38.2044	38.2044	8.7000e-004		38.2262
Total	**0.0156**	**0.0105**	**0.1153**	**3.8000e-004**	**0.0494**	**2.8000e-004**	**0.0497**	**0.0131**	**2.6000e-004**	**0.0134**		**38.2044**	**38.2044**	**8.7000e-004**		**38.2262**

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.2386**	**0.1654**	**0.4040**	**0.0258**	**0.1521**	**0.1779**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0156	0.0105	0.1153	3.8000e-004	0.0494	2.8000e-004	0.0497	0.0131	2.6000e-004	0.0134		38.2044	38.2044	8.7000e-004		38.2262
Total	**0.0156**	**0.0105**	**0.1153**	**3.8000e-004**	**0.0494**	**2.8000e-004**	**0.0497**	**0.0131**	**2.6000e-004**	**0.0134**		**38.2044**	**38.2044**	**8.7000e-004**		**38.2262**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.5743	5.1008	7.3641	0.0120		0.2102	0.2102		0.2008	0.2008		1,149.1195	1,149.1195	0.2060		1,154.2705
Total	**0.5743**	**5.1008**	**7.3641**	**0.0120**	**0.7528**	**0.2102**	**0.9630**	**0.4138**	**0.2008**	**0.6146**		**1,149.1195**	**1,149.1195**	**0.2060**		**1,154.2705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0312	0.0211	0.2306	7.7000e-004	0.0989	5.5000e-004	0.0994	0.0262	5.1000e-004	0.0267		76.4089	76.4089	1.7400e-003		76.4524
Total	**0.0312**	**0.0211**	**0.2306**	**7.7000e-004**	**0.0989**	**5.5000e-004**	**0.0994**	**0.0262**	**5.1000e-004**	**0.0267**		**76.4089**	**76.4089**	**1.7400e-003**		**76.4524**

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.5743	5.1008	7.3641	0.0120		0.2102	0.2102		0.2008	0.2008	0.0000	1,149.1195	1,149.1195	0.2060		1,154.2705
Total	**0.5743**	**5.1008**	**7.3641**	**0.0120**	**0.3387**	**0.2102**	**0.5490**	**0.1862**	**0.2008**	**0.3870**	**0.0000**	**1,149.1195**	**1,149.1195**	**0.2060**		**1,154.2705**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0312	0.0211	0.2306	7.7000e-004	0.0989	5.5000e-004	0.0994	0.0262	5.1000e-004	0.0267		76.4089	76.4089	1.7400e-003		76.4524
Total	**0.0312**	**0.0211**	**0.2306**	**7.7000e-004**	**0.0989**	**5.5000e-004**	**0.0994**	**0.0262**	**5.1000e-004**	**0.0267**		**76.4089**	**76.4089**	**1.7400e-003**		**76.4524**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8900e-003	0.0711	0.0190	1.9000e-004	4.6500e-003	9.0000e-005	4.7400e-003	1.3400e-003	9.0000e-005	1.4300e-003		20.6490	20.6490	1.0700e-003		20.6758
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0487**	**0.1027**	**0.3648**	**1.3400e-003**	**0.1529**	**9.2000e-004**	**0.1539**	**0.0407**	**8.6000e-004**	**0.0415**		**135.2624**	**135.2624**	**3.6800e-003**		**135.3544**

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8900e-003	0.0711	0.0190	1.9000e-004	4.6500e-003	9.0000e-005	4.7400e-003	1.3400e-003	9.0000e-005	1.4300e-003		20.6490	20.6490	1.0700e-003		20.6758
Worker	0.0468	0.0316	0.3459	1.1500e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		114.6133	114.6133	2.6100e-003		114.6786
Total	**0.0487**	**0.1027**	**0.3648**	**1.3400e-003**	**0.1529**	**9.2000e-004**	**0.1539**	**0.0407**	**8.6000e-004**	**0.0415**		**135.2624**	**135.2624**	**3.6800e-003**		**135.3544**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8100e-003	0.0697	0.0181	1.9000e-004	4.6500e-003	9.0000e-005	4.7300e-003	1.3400e-003	8.0000e-005	1.4200e-003		20.5480	20.5480	1.0700e-003		20.5748
Worker	0.0445	0.0288	0.3212	1.1100e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		110.3563	110.3563	2.3700e-003		110.4155
Total	**0.0463**	**0.0985**	**0.3393**	**1.3000e-003**	**0.1529**	**8.9000e-004**	**0.1538**	**0.0407**	**8.2000e-004**	**0.0415**		**130.9042**	**130.9042**	**3.4400e-003**		**130.9903**

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8100e-003	0.0697	0.0181	1.9000e-004	4.6500e-003	9.0000e-005	4.7300e-003	1.3400e-003	8.0000e-005	1.4200e-003		20.5480	20.5480	1.0700e-003		20.5748
Worker	0.0445	0.0288	0.3212	1.1100e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		110.3563	110.3563	2.3700e-003		110.4155
Total	**0.0463**	**0.0985**	**0.3393**	**1.3000e-003**	**0.1529**	**8.9000e-004**	**0.1538**	**0.0407**	**8.2000e-004**	**0.0415**		**130.9042**	**130.9042**	**3.4400e-003**		**130.9903**

3.5 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.6768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.8476**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.8900e-003	5.7600e-003	0.0642	2.2000e-004	0.0297	1.6000e-004	0.0298	7.8700e-003	1.5000e-004	8.0100e-003		22.0713	22.0713	4.7000e-004		22.0831
Total	**8.8900e-003**	**5.7600e-003**	**0.0642**	**2.2000e-004**	**0.0297**	**1.6000e-004**	**0.0298**	**7.8700e-003**	**1.5000e-004**	**8.0100e-003**		**22.0713**	**22.0713**	**4.7000e-004**		**22.0831**

3.5 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	32.6768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.8476**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.8900e-003	5.7600e-003	0.0642	2.2000e-004	0.0297	1.6000e-004	0.0298	7.8700e-003	1.5000e-004	8.0100e-003		22.0713	22.0713	4.7000e-004		22.0831
Total	**8.8900e-003**	**5.7600e-003**	**0.0642**	**2.2000e-004**	**0.0297**	**1.6000e-004**	**0.0298**	**7.8700e-003**	**1.5000e-004**	**8.0100e-003**		**22.0713**	**22.0713**	**4.7000e-004**		**22.0831**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.602606	0.026011	0.198672	0.108173	0.017753	0.004949	0.012577	0.019761	0.002270	0.001100	0.004459	0.000730	0.000939

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.8700e-003	0.0261	0.0219	1.6000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003		31.2959	31.2959	6.0000e-004	5.7000e-004	31.4818
NaturalGas Unmitigated	4.0900e-003	0.0372	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.6383	44.6383	8.6000e-004	8.2000e-004	44.9035

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					
General Office Building	379.425	4.0900e-003	0.0372	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.6383	44.6383	8.6000e-004	8.2000e-004	44.9035
Total		**4.0900e-003**	**0.0372**	**0.0313**	**2.2000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**		**44.6383**	**44.6383**	**8.6000e-004**	**8.2000e-004**	**44.9035**

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					
General Office Building	0.266015	2.8700e-003	0.0261	0.0219	1.6000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003		31.2959	31.2959	6.0000e-004	5.7000e-004	31.4818
Total		**2.8700e-003**	**0.0261**	**0.0219**	**1.6000e-004**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**		**31.2959**	**31.2959**	**6.0000e-004**	**5.7000e-004**	**31.4818**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Unmitigated	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-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	lb/day										lb/day					
Architectural Coating	0.0537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Total	**0.2348**	**1.0000e-005**	**8.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8500e-003**	**1.8500e-003**	**0.0000**		**1.9700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Total	**0.2348**	**1.0000e-005**	**8.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8500e-003**	**1.8500e-003**	**0.0000**		**1.9700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Ocean Dunes PWP - Corporation Yard Phase 2

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	8.46	1000sqft	0.19	8,460.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Design pending, but assumed approximately double the size of the Phase 1 single-story building. Paving of entire site anticipated to occur under Phase 1.

Construction Phase - No demolition. Removed paving, as that is captured under Phase 1 for the entire site. Increased phase durations proportionally from defaults to account for estimated 9-month construction duration.

Vehicle Trips - No change in operational vehicle trips resulting from project.

Landscape Equipment - No increase in langscape/vegetation management equipment use as a result of project.

Energy Use -

Construction Off-road Equipment Mitigation - At least twice daily watering of any exposed areas.

Trips and VMT - Increased default building const and arch coating phase worker trips proportionally to number of equipment pieces.

Land Use Change - Potential vegetation loss accounted for under Phase 1.

Energy Mitigation - Title 24 30% improvement to account for most recent standards in effect January 1, 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	6.00
tblConstructionPhase	NumDays	100.00	121.00
tblConstructionPhase	PhaseEndDate	2/27/2026	3/31/2026
tblConstructionPhase	PhaseEndDate	2/20/2026	3/23/2026
tblConstructionPhase	PhaseStartDate	2/21/2026	3/24/2026
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	WorkerTripNumber	3.00	15.00
tblTripsAndVMT	WorkerTripNumber	1.00	3.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.6104	5.5883	7.5858	0.0127	0.8516	0.2422	1.0624	0.4400	0.2228	0.6414	0.0000	1,234.8167	1,234.8167	0.3612	0.0000	1,243.8468
2026	32.8579	5.5838	7.3569	0.0127	0.1529	0.2422	0.3951	0.0407	0.2228	0.2634	0.0000	1,230.6607	1,230.6607	0.3610	0.0000	1,239.6849
Maximum	**32.8579**	**5.5883**	**7.5858**	**0.0127**	**0.8516**	**0.2422**	**1.0624**	**0.4400**	**0.2228**	**0.6414**	**0.0000**	**1,234.8167**	**1,234.8167**	**0.3612**	**0.0000**	**1,243.8468**

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					
2025	0.6104	5.5883	7.5858	0.0127	0.4376	0.2422	0.6484	0.2124	0.2228	0.4138	0.0000	1,234.8167	1,234.8167	0.3612	0.0000	1,243.8468
2026	32.8579	5.5838	7.3569	0.0127	0.1529	0.2422	0.3951	0.0407	0.2228	0.2634	0.0000	1,230.6607	1,230.6607	0.3610	0.0000	1,239.6849
Maximum	**32.8579**	**5.5883**	**7.5858**	**0.0127**	**0.4376**	**0.2422**	**0.6484**	**0.2124**	**0.2228**	**0.4138**	**0.0000**	**1,234.8167**	**1,234.8167**	**0.3612**	**0.0000**	**1,243.8468**

	ROG	NOx	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**	**41.21**	**0.00**	**28.41**	**47.35**	**0.00**	**25.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Energy	4.0900e-003	0.0372	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.6383	44.6383	8.6000e-004	8.2000e-004	44.9035
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2389**	**0.0372**	**0.0321**	**2.2000e-004**	**0.0000**	**2.8300e-003**	**2.8300e-003**	**0.0000**	**2.8300e-003**	**2.8300e-003**		**44.6401**	**44.6401**	**8.6000e-004**	**8.2000e-004**	**44.9055**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Energy	2.8700e-003	0.0261	0.0219	1.6000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003		31.2959	31.2959	6.0000e-004	5.7000e-004	31.4818
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2377**	**0.0261**	**0.0228**	**1.6000e-004**	**0.0000**	**1.9800e-003**	**1.9800e-003**	**0.0000**	**1.9800e-003**	**1.9800e-003**		**31.2977**	**31.2977**	**6.0000e-004**	**5.7000e-004**	**31.4838**

	ROG	NOx	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	**0.51**	**29.88**	**29.09**	**27.27**	**0.00**	**30.04**	**30.04**	**0.00**	**30.04**	**30.04**	**0.00**	**29.89**	**29.89**	**30.23**	**30.49**	**29.89**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2025	10/1/2025	5	1	
2	Grading	Grading	10/2/2025	10/3/2025	5	2	
3	Building Construction	Building Construction	10/4/2025	3/23/2026	5	121	
4	Architectural Coating	Architectural Coating	3/24/2026	3/31/2026	5	6	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,690; Non-Residential Outdoor: 4,230; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	15.00	1.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521		942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.5303**	**0.1654**	**0.6956**	**0.0573**	**0.1521**	**0.2094**		**942.2955**	**942.2955**	**0.3048**		**949.9144**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0180	0.0120	0.1109	3.7000e-004	0.0494	2.8000e-004	0.0497	0.0131	2.6000e-004	0.0134		36.4178	36.4178	8.3000e-004		36.4386
Total	**0.0180**	**0.0120**	**0.1109**	**3.7000e-004**	**0.0494**	**2.8000e-004**	**0.0497**	**0.0131**	**2.6000e-004**	**0.0134**		**36.4178**	**36.4178**	**8.3000e-004**		**36.4386**

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.4432	4.7918	3.8238	9.7300e-003		0.1654	0.1654		0.1521	0.1521	0.0000	942.2955	942.2955	0.3048		949.9144
Total	**0.4432**	**4.7918**	**3.8238**	**9.7300e-003**	**0.2386**	**0.1654**	**0.4040**	**0.0258**	**0.1521**	**0.1779**	**0.0000**	**942.2955**	**942.2955**	**0.3048**		**949.9144**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0180	0.0120	0.1109	3.7000e-004	0.0494	2.8000e-004	0.0497	0.0131	2.6000e-004	0.0134		36.4178	36.4178	8.3000e-004		36.4386
Total	**0.0180**	**0.0120**	**0.1109**	**3.7000e-004**	**0.0494**	**2.8000e-004**	**0.0497**	**0.0131**	**2.6000e-004**	**0.0134**		**36.4178**	**36.4178**	**8.3000e-004**		**36.4386**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.5743	5.1008	7.3641	0.0120		0.2102	0.2102		0.2008	0.2008		1,149.1195	1,149.1195	0.2060		1,154.2705
Total	**0.5743**	**5.1008**	**7.3641**	**0.0120**	**0.7528**	**0.2102**	**0.9630**	**0.4138**	**0.2008**	**0.6146**		**1,149.1195**	**1,149.1195**	**0.2060**		**1,154.2705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0239	0.2217	7.3000e-004	0.0989	5.5000e-004	0.0994	0.0262	5.1000e-004	0.0267		72.8356	72.8356	1.6600e-003		72.8772
Total	**0.0361**	**0.0239**	**0.2217**	**7.3000e-004**	**0.0989**	**5.5000e-004**	**0.0994**	**0.0262**	**5.1000e-004**	**0.0267**		**72.8356**	**72.8356**	**1.6600e-003**		**72.8772**

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.5743	5.1008	7.3641	0.0120		0.2102	0.2102		0.2008	0.2008	0.0000	1,149.1195	1,149.1195	0.2060		1,154.2705
Total	**0.5743**	**5.1008**	**7.3641**	**0.0120**	**0.3387**	**0.2102**	**0.5490**	**0.1862**	**0.2008**	**0.3870**	**0.0000**	**1,149.1195**	**1,149.1195**	**0.2060**		**1,154.2705**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0239	0.2217	7.3000e-004	0.0989	5.5000e-004	0.0994	0.0262	5.1000e-004	0.0267		72.8356	72.8356	1.6600e-003		72.8772
Total	**0.0361**	**0.0239**	**0.2217**	**7.3000e-004**	**0.0989**	**5.5000e-004**	**0.0994**	**0.0262**	**5.1000e-004**	**0.0267**		**72.8356**	**72.8356**	**1.6600e-003**		**72.8772**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.0200e-003	0.0705	0.0213	1.9000e-004	4.6500e-003	1.0000e-004	4.7400e-003	1.3400e-003	9.0000e-005	1.4300e-003		19.9923	19.9923	1.1400e-003		20.0208
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0561**	**0.1063**	**0.3539**	**1.2900e-003**	**0.1529**	**9.3000e-004**	**0.1539**	**0.0407**	**8.6000e-004**	**0.0415**		**129.2456**	**129.2456**	**3.6400e-003**		**129.3366**

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.0200e-003	0.0705	0.0213	1.9000e-004	4.6500e-003	1.0000e-004	4.7400e-003	1.3400e-003	9.0000e-005	1.4300e-003		19.9923	19.9923	1.1400e-003		20.0208
Worker	0.0541	0.0359	0.3326	1.1000e-003	0.1483	8.3000e-004	0.1491	0.0393	7.7000e-004	0.0401		109.2534	109.2534	2.5000e-003		109.3158
Total	**0.0561**	**0.1063**	**0.3539**	**1.2900e-003**	**0.1529**	**9.3000e-004**	**0.1539**	**0.0407**	**8.6000e-004**	**0.0415**		**129.2456**	**129.2456**	**3.6400e-003**		**129.3366**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.9300e-003	0.0691	0.0204	1.9000e-004	4.6500e-003	9.0000e-005	4.7400e-003	1.3400e-003	9.0000e-005	1.4200e-003		19.8941	19.8941	1.1400e-003		19.9227
Worker	0.0516	0.0327	0.3083	1.0500e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		105.1956	105.1956	2.2600e-003		105.2521
Total	**0.0535**	**0.1018**	**0.3287**	**1.2400e-003**	**0.1529**	**8.9000e-004**	**0.1538**	**0.0407**	**8.3000e-004**	**0.0415**		**125.0896**	**125.0896**	**3.4000e-003**		**125.1748**

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.9300e-003	0.0691	0.0204	1.9000e-004	4.6500e-003	9.0000e-005	4.7400e-003	1.3400e-003	9.0000e-005	1.4200e-003		19.8941	19.8941	1.1400e-003		19.9227
Worker	0.0516	0.0327	0.3083	1.0500e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		105.1956	105.1956	2.2600e-003		105.2521
Total	**0.0535**	**0.1018**	**0.3287**	**1.2400e-003**	**0.1529**	**8.9000e-004**	**0.1538**	**0.0407**	**8.3000e-004**	**0.0415**		**125.0896**	**125.0896**	**3.4000e-003**		**125.1748**

3.5 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.6768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.8476**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0103	6.5300e-003	0.0617	2.1000e-004	0.0297	1.6000e-004	0.0298	7.8700e-003	1.5000e-004	8.0100e-003		21.0391	21.0391	4.5000e-004		21.0504
Total	**0.0103**	**6.5300e-003**	**0.0617**	**2.1000e-004**	**0.0297**	**1.6000e-004**	**0.0298**	**7.8700e-003**	**1.5000e-004**	**8.0100e-003**		**21.0391**	**21.0391**	**4.5000e-004**		**21.0504**

3.5 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	32.6768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.8476**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0103	6.5300e-003	0.0617	2.1000e-004	0.0297	1.6000e-004	0.0298	7.8700e-003	1.5000e-004	8.0100e-003		21.0391	21.0391	4.5000e-004		21.0504
Total	**0.0103**	**6.5300e-003**	**0.0617**	**2.1000e-004**	**0.0297**	**1.6000e-004**	**0.0298**	**7.8700e-003**	**1.5000e-004**	**8.0100e-003**		**21.0391**	**21.0391**	**4.5000e-004**		**21.0504**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.602606	0.026011	0.198672	0.108173	0.017753	0.004949	0.012577	0.019761	0.002270	0.001100	0.004459	0.000730	0.000939

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.8700e-003	0.0261	0.0219	1.6000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003		31.2959	31.2959	6.0000e-004	5.7000e-004	31.4818
NaturalGas Unmitigated	4.0900e-003	0.0372	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.6383	44.6383	8.6000e-004	8.2000e-004	44.9035

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					
General Office Building	379.425	4.0900e-003	0.0372	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.6383	44.6383	8.6000e-004	8.2000e-004	44.9035
Total		**4.0900e-003**	**0.0372**	**0.0313**	**2.2000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**		**44.6383**	**44.6383**	**8.6000e-004**	**8.2000e-004**	**44.9035**

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					
General Office Building	0.266015	2.8700e-003	0.0261	0.0219	1.6000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003		31.2959	31.2959	6.0000e-004	5.7000e-004	31.4818
Total		**2.8700e-003**	**0.0261**	**0.0219**	**1.6000e-004**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**		**31.2959**	**31.2959**	**6.0000e-004**	**5.7000e-004**	**31.4818**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Unmitigated	0.2348	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-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	lb/day										lb/day					
Architectural Coating	0.0537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Total	**0.2348**	**1.0000e-005**	**8.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8500e-003**	**1.8500e-003**	**0.0000**		**1.9700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0537					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.0000e-005	1.0000e-005	8.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.8500e-003	1.8500e-003	0.0000		1.9700e-003
Total	**0.2348**	**1.0000e-005**	**8.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.8500e-003**	**1.8500e-003**	**0.0000**		**1.9700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement - Vegetation and Trails

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	86.00	User Defined Unit	86.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only component.

Land Use - Trail and vegetation area, excluding hardscape, buildings, camping areas and Phase 2 development.

Construction Phase - Vegetation and trail work

Off-road Equipment - Light grading and light equipment for initial installation of buffers and trail construction.

Grading - Grading would not be required 8 hrs per day for entire duration, but is represented as such for maximum potential emissions. Site is relatively flat already. Reduce Total acres graded to represent 2 passovers of entire acreage.

Trips and VMT - Reduced worker trips as most of the work would be done by Parks staff. Added vendor trucks to account for water trucks and dump trucks.

Consumer Products - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed area at least two times daily. Reduce vehicle speed to 15 mph on unpaved roads.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	155.00	129.00
tblConstructionPhase	PhaseEndDate	3/17/2027	6/30/2026
tblConstructionPhase	PhaseStartDate	8/13/2026	1/1/2026
tblGrading	AcresOfGrading	64.50	172.00
tblLandUse	LotAcreage	0.00	86.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	20.00	4.00

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					
2026	0.0384	0.4138	0.4007	9.0000e-004	0.0949	0.0142	0.1091	0.0109	0.0131	0.0239	0.0000	79.2110	79.2110	0.0238	0.0000	79.8071
Maximum	**0.0384**	**0.4138**	**0.4007**	**9.0000e-004**	**0.0949**	**0.0142**	**0.1091**	**0.0109**	**0.0131**	**0.0239**	**0.0000**	**79.2110**	**79.2110**	**0.0238**	**0.0000**	**79.8071**

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					
2026	0.0384	0.4138	0.4007	9.0000e-004	0.0427	0.0142	0.0568	5.2100e-003	0.0131	0.0183	0.0000	79.2109	79.2109	0.0238	0.0000	79.8070
Maximum	**0.0384**	**0.4138**	**0.4007**	**9.0000e-004**	**0.0427**	**0.0142**	**0.0568**	**5.2100e-003**	**0.0131**	**0.0183**	**0.0000**	**79.2109**	**79.2109**	**0.0238**	**0.0000**	**79.8070**

	ROG	NOx	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**	**55.04**	**0.00**	**47.88**	**51.98**	**0.00**	**23.56**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2026	3-31-2026	0.2253	0.2253
2	4-1-2026	6-30-2026	0.2278	0.2278
		Highest	0.2278	0.2278

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2026	6/30/2026	5	129	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 172

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Scrapers	0	8.00	367	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	4.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0912	0.0000	0.0912	9.8500e-003	0.0000	9.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0371	0.3952	0.3905	8.3000e-004		0.0142	0.0142		0.0130	0.0130	0.0000	72.8113	72.8113	0.0236	0.0000	73.4000
Total	**0.0371**	**0.3952**	**0.3905**	**8.3000e-004**	**0.0912**	**0.0142**	**0.1054**	**9.8500e-003**	**0.0130**	**0.0229**	**0.0000**	**72.8113**	**72.8113**	**0.0236**	**0.0000**	**73.4000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0181	4.9800e-003	5.0000e-005	1.1700e-003	2.0000e-005	1.2000e-003	3.4000e-004	2.0000e-005	3.6000e-004	0.0000	4.7450	4.7450	2.6000e-004	0.0000	4.7515
Worker	7.9000e-004	5.5000e-004	5.3000e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.5000e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.6548	1.6548	4.0000e-005	0.0000	1.6557
Total	**1.2700e-003**	**0.0186**	**0.0103**	**7.0000e-005**	**3.6500e-003**	**3.0000e-005**	**3.7000e-003**	**1.0000e-003**	**3.0000e-005**	**1.0300e-003**	**0.0000**	**6.3998**	**6.3998**	**3.0000e-004**	**0.0000**	**6.4071**

3.2 Grading - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0390	0.0000	0.0390	4.2100e-003	0.0000	4.2100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0371	0.3952	0.3905	8.3000e-004		0.0142	0.0142		0.0130	0.0130	0.0000	72.8112	72.8112	0.0236	0.0000	73.3999
Total	**0.0371**	**0.3952**	**0.3905**	**8.3000e-004**	**0.0390**	**0.0142**	**0.0531**	**4.2100e-003**	**0.0130**	**0.0172**	**0.0000**	**72.8112**	**72.8112**	**0.0236**	**0.0000**	**73.3999**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0181	4.9800e-003	5.0000e-005	1.1700e-003	2.0000e-005	1.2000e-003	3.4000e-004	2.0000e-005	3.6000e-004	0.0000	4.7450	4.7450	2.6000e-004	0.0000	4.7515
Worker	7.9000e-004	5.5000e-004	5.3000e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.5000e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.6548	1.6548	4.0000e-005	0.0000	1.6557
Total	**1.2700e-003**	**0.0186**	**0.0103**	**7.0000e-005**	**3.6500e-003**	**3.0000e-005**	**3.7000e-003**	**1.0000e-003**	**3.0000e-005**	**1.0300e-003**	**0.0000**	**6.3998**	**6.3998**	**3.0000e-004**	**0.0000**	**6.4071**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.602606	0.026011	0.198672	0.108173	0.017753	0.004949	0.012577	0.019761	0.002270	0.001100	0.004459	0.000730	0.000939

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement - Vegetation and Trails

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	86.00	User Defined Unit	86.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only component.

Land Use - Trail and vegetation area, excluding hardscape, buildings, camping areas and Phase 2 development.

Construction Phase - Vegetation and trail work

Off-road Equipment - Light grading and light equipment for initial installation of buffers and trail construction.

Grading - Grading would not be required 8 hrs per day for entire duration, but is represented as such for maximum potential emissions. Site is relatively flat already. Reduce Total acres graded to represent 2 passovers of entire acreage.

Trips and VMT - Reduced worker trips as most of the work would be done by Parks staff. Added vendor trucks to account for water trucks and dump trucks.

Consumer Products - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed area at least two times daily. Reduce vehicle speed to 15 mph on unpaved roads.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	155.00	129.00
tblConstructionPhase	PhaseEndDate	3/17/2027	6/30/2026
tblConstructionPhase	PhaseStartDate	8/13/2026	1/1/2026
tblGrading	AcresOfGrading	64.50	172.00
tblLandUse	LotAcreage	0.00	86.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	20.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2026	0.5945	6.4134	6.2116	0.0139	1.4721	0.2200	1.6921	0.1685	0.2024	0.3709	0.0000	1,355.9715	1,355.9715	0.4074	0.0000	1,366.1559
Maximum	**0.5945**	**6.4134**	**6.2116**	**0.0139**	**1.4721**	**0.2200**	**1.6921**	**0.1685**	**0.2024**	**0.3709**	**0.0000**	**1,355.9715**	**1,355.9715**	**0.4074**	**0.0000**	**1,366.1559**

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					
2026	0.5945	6.4134	6.2116	0.0139	0.6626	0.2200	0.8826	0.0811	0.2024	0.2835	0.0000	1,355.9715	1,355.9715	0.4074	0.0000	1,366.1559
Maximum	**0.5945**	**6.4134**	**6.2116**	**0.0139**	**0.6626**	**0.2200**	**0.8826**	**0.0811**	**0.2024**	**0.2835**	**0.0000**	**1,355.9715**	**1,355.9715**	**0.4074**	**0.0000**	**1,366.1559**

	ROG	NOx	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**	**54.99**	**0.00**	**47.84**	**51.87**	**0.00**	**23.56**	**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	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**	**0.0000**	**0.0201**

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	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**	**0.0000**	**0.0201**

	ROG	NOx	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	Grading	Grading	1/1/2026	6/30/2026	5	129	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 172

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Scrapers	0	8.00	367	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	4.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.4140	0.0000	1.4140	0.1527	0.0000	0.1527			0.0000			0.0000
Off-Road	0.5754	6.1269	6.0534	0.0129		0.2194	0.2194		0.2019	0.2019		1,244.3513	1,244.3513	0.4025		1,254.4125
Total	**0.5754**	**6.1269**	**6.0534**	**0.0129**	**1.4140**	**0.2194**	**1.6334**	**0.1527**	**0.2019**	**0.3546**		**1,244.3513**	**1,244.3513**	**0.4025**		**1,254.4125**

3.2 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.2400e-003	0.2789	0.0725	7.7000e-004	0.0186	3.4000e-004	0.0189	5.3500e-003	3.3000e-004	5.6800e-003		82.1918	82.1918	4.3000e-003		82.2992
Worker	0.0119	7.6900e-003	0.0857	3.0000e-004	0.0395	2.1000e-004	0.0398	0.0105	2.0000e-004	0.0107		29.4283	29.4283	6.3000e-004		29.4441
Total	**0.0191**	**0.2866**	**0.1581**	**1.0700e-003**	**0.0581**	**5.5000e-004**	**0.0587**	**0.0158**	**5.3000e-004**	**0.0164**		**111.6202**	**111.6202**	**4.9300e-003**		**111.7434**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.6045	0.0000	0.6045	0.0653	0.0000	0.0653			0.0000			0.0000
Off-Road	0.5754	6.1269	6.0534	0.0129		0.2194	0.2194		0.2019	0.2019	0.0000	1,244.3513	1,244.3513	0.4025		1,254.4125
Total	**0.5754**	**6.1269**	**6.0534**	**0.0129**	**0.6045**	**0.2194**	**0.8239**	**0.0653**	**0.2019**	**0.2672**	**0.0000**	**1,244.3513**	**1,244.3513**	**0.4025**		**1,254.4125**

3.2 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.2400e-003	0.2789	0.0725	7.7000e-004	0.0186	3.4000e-004	0.0189	5.3500e-003	3.3000e-004	5.6800e-003		82.1918	82.1918	4.3000e-003		82.2992
Worker	0.0119	7.6900e-003	0.0857	3.0000e-004	0.0395	2.1000e-004	0.0398	0.0105	2.0000e-004	0.0107		29.4283	29.4283	6.3000e-004		29.4441
Total	**0.0191**	**0.2866**	**0.1581**	**1.0700e-003**	**0.0581**	**5.5000e-004**	**0.0587**	**0.0158**	**5.3000e-004**	**0.0164**		**111.6202**	**111.6202**	**4.9300e-003**		**111.7434**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.602606	0.026011	0.198672	0.108173	0.017753	0.004949	0.012577	0.019761	0.002270	0.001100	0.004459	0.000730	0.000939

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Unmitigated	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**		**0.0201**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**		**0.0201**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement - Vegetation and Trails

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	86.00	User Defined Unit	86.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2027
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement - Vegetation and Trails - San Luis Obispo County, Winter

Project Characteristics - Construction-only component.

Land Use - Trail and vegetation area, excluding hardscape, buildings, camping areas and Phase 2 development.

Construction Phase - Vegetation and trail work

Off-road Equipment - Light grading and light equipment for initial installation of buffers and trail construction.

Grading - Grading would not be required 8 hrs per day for entire duration, but is represented as such for maximum potential emissions. Site is relatively flat already. Reduce Total acres graded to represent 2 passovers of entire acreage.

Trips and VMT - Reduced worker trips as most of the work would be done by Parks staff. Added vendor trucks to account for water trucks and dump trucks.

Consumer Products - Construction-only project.

Landscape Equipment - Construction-only project.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed area at least two times daily. Reduce vehicle speed to 15 mph on unpaved roads.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	155.00	129.00
tblConstructionPhase	PhaseEndDate	3/17/2027	6/30/2026
tblConstructionPhase	PhaseStartDate	8/13/2026	1/1/2026
tblGrading	AcresOfGrading	64.50	172.00
tblLandUse	LotAcreage	0.00	86.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	20.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2026	0.5968	6.4121	6.2171	0.0139	1.4721	0.2200	1.6922	0.1685	0.2024	0.3710	0.0000	1,351.9797	1,351.9797	0.4076	0.0000	1,362.1705
Maximum	**0.5968**	**6.4121**	**6.2171**	**0.0139**	**1.4721**	**0.2200**	**1.6922**	**0.1685**	**0.2024**	**0.3710**	**0.0000**	**1,351.9797**	**1,351.9797**	**0.4076**	**0.0000**	**1,362.1705**

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					
2026	0.5968	6.4121	6.2171	0.0139	0.6626	0.2200	0.8826	0.0811	0.2024	0.2836	0.0000	1,351.9797	1,351.9797	0.4076	0.0000	1,362.1705
Maximum	**0.5968**	**6.4121**	**6.2171**	**0.0139**	**0.6626**	**0.2200**	**0.8826**	**0.0811**	**0.2024**	**0.2836**	**0.0000**	**1,351.9797**	**1,351.9797**	**0.4076**	**0.0000**	**1,362.1705**

	ROG	NOx	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**	**54.99**	**0.00**	**47.84**	**51.87**	**0.00**	**23.56**	**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	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**	**0.0000**	**0.0201**

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	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**	**0.0000**	**0.0201**

	ROG	NOx	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	Grading	Grading	1/1/2026	6/30/2026	5	129	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 172

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Scrapers	0	8.00	367	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	8	4.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.4140	0.0000	1.4140	0.1527	0.0000	0.1527			0.0000			0.0000
Off-Road	0.5754	6.1269	6.0534	0.0129		0.2194	0.2194		0.2019	0.2019		1,244.3513	1,244.3513	0.4025		1,254.4125
Total	**0.5754**	**6.1269**	**6.0534**	**0.0129**	**1.4140**	**0.2194**	**1.6334**	**0.1527**	**0.2019**	**0.3546**		**1,244.3513**	**1,244.3513**	**0.4025**		**1,254.4125**

3.2 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.7200e-003	0.2765	0.0815	7.4000e-004	0.0186	3.6000e-004	0.0190	5.3500e-003	3.4000e-004	5.7000e-003		79.5762	79.5762	4.5800e-003		79.6907
Worker	0.0138	8.7100e-003	0.0822	2.8000e-004	0.0395	2.1000e-004	0.0398	0.0105	2.0000e-004	0.0107		28.0522	28.0522	6.0000e-004		28.0672
Total	**0.0215**	**0.2852**	**0.1637**	**1.0200e-003**	**0.0581**	**5.7000e-004**	**0.0587**	**0.0158**	**5.4000e-004**	**0.0164**		**107.6284**	**107.6284**	**5.1800e-003**		**107.7579**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.6045	0.0000	0.6045	0.0653	0.0000	0.0653			0.0000			0.0000
Off-Road	0.5754	6.1269	6.0534	0.0129		0.2194	0.2194		0.2019	0.2019	0.0000	1,244.3513	1,244.3513	0.4025		1,254.4125
Total	**0.5754**	**6.1269**	**6.0534**	**0.0129**	**0.6045**	**0.2194**	**0.8239**	**0.0653**	**0.2019**	**0.2672**	**0.0000**	**1,244.3513**	**1,244.3513**	**0.4025**		**1,254.4125**

3.2 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.7200e-003	0.2765	0.0815	7.4000e-004	0.0186	3.6000e-004	0.0190	5.3500e-003	3.4000e-004	5.7000e-003		79.5762	79.5762	4.5800e-003		79.6907
Worker	0.0138	8.7100e-003	0.0822	2.8000e-004	0.0395	2.1000e-004	0.0398	0.0105	2.0000e-004	0.0107		28.0522	28.0522	6.0000e-004		28.0672
Total	**0.0215**	**0.2852**	**0.1637**	**1.0200e-003**	**0.0581**	**5.7000e-004**	**0.0587**	**0.0158**	**5.4000e-004**	**0.0164**		**107.6284**	**107.6284**	**5.1800e-003**		**107.7579**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.602606	0.026011	0.198672	0.108173	0.017753	0.004949	0.012577	0.019761	0.002270	0.001100	0.004459	0.000730	0.000939

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Unmitigated	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**		**0.0201**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.1000e-004	8.0000e-005	8.7600e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0188	0.0188	5.0000e-005		0.0201
Total	**8.1000e-004**	**8.0000e-005**	**8.7600e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0188**	**0.0188**	**5.0000e-005**		**0.0201**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	0.28	Acre	0.28	12,196.80	0
Other Asphalt Surfaces	1.31	Acre	1.31	57,063.60	0
Other Non-Asphalt Surfaces	4.66	Acre	4.66	202,989.60	0
General Office Building	3.65	1000sqft	0.08	3,650.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2028
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Annual

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Land use represents hardscape, campgounds, buildings. Trails and vegetative buffers modeled separately.

Construction Phase - Construction start after initial vegetation removal work (modeled separately). Phase durations increased proportionally to defaults for assumed total 2 year construction duration of project (inclusive of initial vegetation removal).

Grading -

Demolition -

Trips and VMT - Added vendor trips to account for water trucks.

Architectural Coating -

Vehicle Trips - No increase in vehicle activity.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily. Replace Ground Cover of Area Disturbed. Limit vehicle speed on unpaved roadways.

Energy Mitigation - Exceed 2016 Title 24 default to represent more recent Title 24 Code as of Jan 1, 2020.

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	29.00
tblConstructionPhase	NumDays	230.00	332.00
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	29.00
tblConstructionPhase	NumDays	10.00	14.00
tblConstructionPhase	PhaseEndDate	3/24/2027	12/31/2027
tblConstructionPhase	PhaseEndDate	1/27/2027	10/12/2027
tblConstructionPhase	PhaseEndDate	1/28/2026	5/6/2026
tblConstructionPhase	PhaseEndDate	3/11/2026	7/3/2026
tblConstructionPhase	PhaseEndDate	2/24/2027	11/22/2027
tblConstructionPhase	PhaseEndDate	2/11/2026	5/26/2026
tblConstructionPhase	PhaseStartDate	2/25/2027	11/23/2027
tblConstructionPhase	PhaseStartDate	3/12/2026	7/4/2026
tblConstructionPhase	PhaseStartDate	1/1/2026	4/1/2026
tblConstructionPhase	PhaseStartDate	2/12/2026	5/27/2026
tblConstructionPhase	PhaseStartDate	1/28/2027	10/13/2027
tblConstructionPhase	PhaseStartDate	1/29/2026	5/7/2026
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.1840	1.6704	1.8410	4.0600e-003	0.3096	0.0621	0.3717	0.1412	0.0580	0.1992	0.0000	359.9513	359.9513	0.0710	0.0000	361.7259
2027	0.2995	1.7445	2.1894	4.8100e-003	0.1394	0.0614	0.2008	0.0375	0.0576	0.0952	0.0000	428.0757	428.0757	0.0711	0.0000	429.8521
Maximum	**0.2995**	**1.7445**	**2.1894**	**4.8100e-003**	**0.3096**	**0.0621**	**0.3717**	**0.1412**	**0.0580**	**0.1992**	**0.0000**	**428.0757**	**428.0757**	**0.0711**	**0.0000**	**429.8521**

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					
2026	0.1840	1.6704	1.8410	4.0600e-003	0.1843	0.0621	0.2464	0.0743	0.0580	0.1323	0.0000	359.9510	359.9510	0.0710	0.0000	361.7256
2027	0.2995	1.7445	2.1894	4.8100e-003	0.1394	0.0614	0.2008	0.0375	0.0576	0.0952	0.0000	428.0754	428.0754	0.0711	0.0000	429.8518
Maximum	**0.2995**	**1.7445**	**2.1894**	**4.8100e-003**	**0.1843**	**0.0621**	**0.2464**	**0.0743**	**0.0580**	**0.1323**	**0.0000**	**428.0754**	**428.0754**	**0.0711**	**0.0000**	**429.8518**

	ROG	NOx	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**	**27.91**	**0.00**	**21.89**	**37.40**	**0.00**	**22.71**	**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)
2	**4-1-2026**	**6-30-2026**	0.6897	0.6897
3	**7-1-2026**	**9-30-2026**	0.5784	0.5784
4	**10-1-2026**	**12-31-2026**	0.5811	0.5811
5	**1-1-2027**	**3-31-2027**	0.5652	0.5652
6	**4-1-2027**	**6-30-2027**	0.5696	0.5696
7	**7-1-2027**	**9-30-2027**	0.5759	0.5759
		Highest	0.6897	0.6897

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	0.0418	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.5000e-004
Energy	3.2000e-004	2.9300e-003	2.4600e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	12.4366	12.4366	9.7000e-004	2.5000e-004	12.5345
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.6881	0.0000	0.6881	0.0407	0.0000	1.7048
Water						0.0000	0.0000		0.0000	0.0000	0.2058	0.6537	0.8595	0.0212	5.1000e-004	1.5423
Total	**0.0421**	**2.9300e-003**	**2.6300e-003**	**2.0000e-005**	**0.0000**	**2.2000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**2.2000e-004**	**0.8940**	**13.0906**	**13.9845**	**0.0628**	**7.6000e-004**	**15.7820**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0418	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.5000e-004
Energy	2.3000e-004	2.0500e-003	1.7200e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	10.5913	10.5913	8.7000e-004	2.1000e-004	10.6760
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.6881	0.0000	0.6881	0.0407	0.0000	1.7048
Water						0.0000	0.0000		0.0000	0.0000	0.2058	0.6537	0.8595	0.0212	5.1000e-004	1.5423
Total	**0.0420**	**2.0500e-003**	**1.8900e-003**	**1.0000e-005**	**0.0000**	**1.6000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**1.6000e-004**	**0.8940**	**11.2453**	**12.1393**	**0.0627**	**7.2000e-004**	**13.9235**

	ROG	NOx	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	**0.21**	**30.03**	**28.14**	**50.00**	**0.00**	**27.27**	**27.27**	**0.00**	**27.27**	**27.27**	**0.00**	**14.10**	**13.20**	**0.16**	**5.26**	**11.78**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-843.9530
Total	**-843.9530**

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	4/1/2026	5/6/2026	5	26	
2	Site Preparation	Site Preparation	5/7/2026	5/26/2026	5	14	
3	Grading	Grading	5/27/2026	7/3/2026	5	28	
4	Building Construction	Building Construction	7/4/2026	10/12/2027	5	332	
5	Paving	Paving	10/13/2027	11/22/2027	5	29	
6	Architectural Coating	Architectural Coating	11/23/2027	12/31/2027	5	29	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 14

Acres of Paving: 6.25

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,475; Non-Residential Outdoor: 1,825; Striped Parking Area: 16,335 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	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	6	15.00	2.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	116.00	45.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6000e-004	0.0000	6.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2496	0.2524	5.0000e-004		0.0111	0.0111		0.0103	0.0103	0.0000	44.1970	44.1970	0.0123	0.0000	44.5055
Total	**0.0272**	**0.2496**	**0.2524**	**5.0000e-004**	**6.6000e-004**	**0.0111**	**0.0118**	**1.0000e-004**	**0.0103**	**0.0104**	**0.0000**	**44.1970**	**44.1970**	**0.0123**	**0.0000**	**44.5055**

3.2 Demolition - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	5.1000e-004	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2152	0.2152	1.0000e-005	0.0000	0.2155
Vendor	5.0000e-005	1.8200e-003	5.0000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.4782	0.4782	3.0000e-005	0.0000	0.4788
Worker	5.9000e-004	4.2000e-004	4.0100e-003	1.0000e-005	1.8800e-003	1.0000e-005	1.8900e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.2507	1.2507	3.0000e-005	0.0000	1.2514
Total	**6.5000e-004**	**2.7500e-003**	**4.6800e-003**	**1.0000e-005**	**2.0500e-003**	**1.0000e-005**	**2.0600e-003**	**5.4000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.9441**	**1.9441**	**7.0000e-005**	**0.0000**	**1.9457**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8000e-004	0.0000	2.8000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2496	0.2524	5.0000e-004		0.0111	0.0111		0.0103	0.0103	0.0000	44.1969	44.1969	0.0123	0.0000	44.5054
Total	**0.0272**	**0.2496**	**0.2524**	**5.0000e-004**	**2.8000e-004**	**0.0111**	**0.0114**	**4.0000e-005**	**0.0103**	**0.0103**	**0.0000**	**44.1969**	**44.1969**	**0.0123**	**0.0000**	**44.5054**

3.2 Demolition - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	5.1000e-004	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2152	0.2152	1.0000e-005	0.0000	0.2155
Vendor	5.0000e-005	1.8200e-003	5.0000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.4782	0.4782	3.0000e-005	0.0000	0.4788
Worker	5.9000e-004	4.2000e-004	4.0100e-003	1.0000e-005	1.8800e-003	1.0000e-005	1.8900e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.2507	1.2507	3.0000e-005	0.0000	1.2514
Total	**6.5000e-004**	**2.7500e-003**	**4.6800e-003**	**1.0000e-005**	**2.0500e-003**	**1.0000e-005**	**2.0600e-003**	**5.4000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.9441**	**1.9441**	**7.0000e-005**	**0.0000**	**1.9457**

3.3 Site Preparation - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1265	0.0000	0.1265	0.0695	0.0000	0.0695	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1766	0.1254	2.7000e-004		7.6100e-003	7.6100e-003		7.0000e-003	7.0000e-003	0.0000	23.4269	23.4269	7.5800e-003	0.0000	23.6163
Total	**0.0173**	**0.1766**	**0.1254**	**2.7000e-004**	**0.1265**	**7.6100e-003**	**0.1341**	**0.0695**	**7.0000e-003**	**0.0765**	**0.0000**	**23.4269**	**23.4269**	**7.5800e-003**	**0.0000**	**23.6163**

3.3 Site Preparation - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	9.8000e-004	2.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2575	0.2575	1.0000e-005	0.0000	0.2578
Worker	3.8000e-004	2.7000e-004	2.5900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.8082	0.8082	2.0000e-005	0.0000	0.8086
Total	**4.1000e-004**	**1.2500e-003**	**2.8600e-003**	**1.0000e-005**	**1.2700e-003**	**1.0000e-005**	**1.2800e-003**	**3.4000e-004**	**1.0000e-005**	**3.5000e-004**	**0.0000**	**1.0656**	**1.0656**	**3.0000e-005**	**0.0000**	**1.0664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0541	0.0000	0.0541	0.0297	0.0000	0.0297	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1766	0.1254	2.7000e-004		7.6100e-003	7.6100e-003		7.0000e-003	7.0000e-003	0.0000	23.4269	23.4269	7.5800e-003	0.0000	23.6163
Total	**0.0173**	**0.1766**	**0.1254**	**2.7000e-004**	**0.0541**	**7.6100e-003**	**0.0617**	**0.0297**	**7.0000e-003**	**0.0367**	**0.0000**	**23.4269**	**23.4269**	**7.5800e-003**	**0.0000**	**23.6163**

3.3 Site Preparation - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	9.8000e-004	2.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2575	0.2575	1.0000e-005	0.0000	0.2578
Worker	3.8000e-004	2.7000e-004	2.5900e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.8082	0.8082	2.0000e-005	0.0000	0.8086
Total	**4.1000e-004**	**1.2500e-003**	**2.8600e-003**	**1.0000e-005**	**1.2700e-003**	**1.0000e-005**	**1.2800e-003**	**3.4000e-004**	**1.0000e-005**	**3.5000e-004**	**0.0000**	**1.0656**	**1.0656**	**3.0000e-005**	**0.0000**	**1.0664**

3.4 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0917	0.0000	0.0917	0.0471	0.0000	0.0471	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2144	0.2036	4.2000e-004		8.7300e-003	8.7300e-003		8.0300e-003	8.0300e-003	0.0000	36.4977	36.4977	0.0118	0.0000	36.7928
Total	**0.0213**	**0.2144**	**0.2036**	**4.2000e-004**	**0.0917**	**8.7300e-003**	**0.1005**	**0.0471**	**8.0300e-003**	**0.0552**	**0.0000**	**36.4977**	**36.4977**	**0.0118**	**0.0000**	**36.7928**

3.4 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.9600e-003	5.4000e-004	1.0000e-005	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5150	0.5150	3.0000e-005	0.0000	0.5157
Worker	6.4000e-004	4.5000e-004	4.3200e-003	1.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.3469	1.3469	3.0000e-005	0.0000	1.3477
Total	**6.9000e-004**	**2.4100e-003**	**4.8600e-003**	**2.0000e-005**	**2.1500e-003**	**1.0000e-005**	**2.1600e-003**	**5.8000e-004**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**1.8619**	**1.8619**	**6.0000e-005**	**0.0000**	**1.8633**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0392	0.0000	0.0392	0.0202	0.0000	0.0202	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2144	0.2036	4.2000e-004		8.7300e-003	8.7300e-003		8.0300e-003	8.0300e-003	0.0000	36.4977	36.4977	0.0118	0.0000	36.7928
Total	**0.0213**	**0.2144**	**0.2036**	**4.2000e-004**	**0.0392**	**8.7300e-003**	**0.0480**	**0.0202**	**8.0300e-003**	**0.0282**	**0.0000**	**36.4977**	**36.4977**	**0.0118**	**0.0000**	**36.7928**

3.4 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.9600e-003	5.4000e-004	1.0000e-005	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5150	0.5150	3.0000e-005	0.0000	0.5157
Worker	6.4000e-004	4.5000e-004	4.3200e-003	1.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.3469	1.3469	3.0000e-005	0.0000	1.3477
Total	**6.9000e-004**	**2.4100e-003**	**4.8600e-003**	**2.0000e-005**	**2.1500e-003**	**1.0000e-005**	**2.1600e-003**	**5.8000e-004**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**1.8619**	**1.8619**	**6.0000e-005**	**0.0000**	**1.8633**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0882	0.8043	1.0375	1.7400e-003		0.0340	0.0340		0.0320	0.0320	0.0000	149.5881	149.5881	0.0352	0.0000	150.4671
Total	**0.0882**	**0.8043**	**1.0375**	**1.7400e-003**		**0.0340**	**0.0340**		**0.0320**	**0.0320**	**0.0000**	**149.5881**	**149.5881**	**0.0352**	**0.0000**	**150.4671**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.4100e-003	0.2031	0.0560	5.5000e-004	0.0132	2.5000e-004	0.0135	3.8100e-003	2.4000e-004	4.0600e-003	0.0000	53.3809	53.3809	2.9100e-003	0.0000	53.4538
Worker	0.0228	0.0160	0.1538	5.3000e-004	0.0720	4.0000e-004	0.0724	0.0191	3.7000e-004	0.0195	0.0000	47.9892	47.9892	1.0300e-003	0.0000	48.0149
Total	**0.0282**	**0.2191**	**0.2098**	**1.0800e-003**	**0.0852**	**6.5000e-004**	**0.0859**	**0.0230**	**6.1000e-004**	**0.0236**	**0.0000**	**101.3701**	**101.3701**	**3.9400e-003**	**0.0000**	**101.4687**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0882	0.8043	1.0375	1.7400e-003		0.0340	0.0340		0.0320	0.0320	0.0000	149.5879	149.5879	0.0352	0.0000	150.4670
Total	**0.0882**	**0.8043**	**1.0375**	**1.7400e-003**		**0.0340**	**0.0340**		**0.0320**	**0.0320**	**0.0000**	**149.5879**	**149.5879**	**0.0352**	**0.0000**	**150.4670**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.4100e-003	0.2031	0.0560	5.5000e-004	0.0132	2.5000e-004	0.0135	3.8100e-003	2.4000e-004	4.0600e-003	0.0000	53.3809	53.3809	2.9100e-003	0.0000	53.4538
Worker	0.0228	0.0160	0.1538	5.3000e-004	0.0720	4.0000e-004	0.0724	0.0191	3.7000e-004	0.0195	0.0000	47.9892	47.9892	1.0300e-003	0.0000	48.0149
Total	**0.0282**	**0.2191**	**0.2098**	**1.0800e-003**	**0.0852**	**6.5000e-004**	**0.0859**	**0.0230**	**6.1000e-004**	**0.0236**	**0.0000**	**101.3701**	**101.3701**	**3.9400e-003**	**0.0000**	**101.4687**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1388	1.2657	1.6326	2.7400e-003		0.0536	0.0536		0.0504	0.0504	0.0000	235.3982	235.3982	0.0553	0.0000	236.7816
Total	**0.1388**	**1.2657**	**1.6326**	**2.7400e-003**		**0.0536**	**0.0536**		**0.0504**	**0.0504**	**0.0000**	**235.3982**	**235.3982**	**0.0553**	**0.0000**	**236.7816**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1700e-003	0.3139	0.0843	8.6000e-004	0.0208	3.7000e-004	0.0212	6.0000e-003	3.6000e-004	6.3600e-003	0.0000	83.6252	83.6252	4.6000e-003	0.0000	83.7401
Worker	0.0340	0.0229	0.2244	8.1000e-004	0.1134	6.0000e-004	0.1140	0.0301	5.5000e-004	0.0307	0.0000	72.9101	72.9101	1.4700e-003	0.0000	72.9467
Total	**0.0422**	**0.3367**	**0.3087**	**1.6700e-003**	**0.1341**	**9.7000e-004**	**0.1351**	**0.0361**	**9.1000e-004**	**0.0370**	**0.0000**	**156.5353**	**156.5353**	**6.0700e-003**	**0.0000**	**156.6868**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1388	1.2657	1.6326	2.7400e-003		0.0536	0.0536		0.0504	0.0504	0.0000	235.3980	235.3980	0.0553	0.0000	236.7813
Total	**0.1388**	**1.2657**	**1.6326**	**2.7400e-003**		**0.0536**	**0.0536**		**0.0504**	**0.0504**	**0.0000**	**235.3980**	**235.3980**	**0.0553**	**0.0000**	**236.7813**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1700e-003	0.3139	0.0843	8.6000e-004	0.0208	3.7000e-004	0.0212	6.0000e-003	3.6000e-004	6.3600e-003	0.0000	83.6252	83.6252	4.6000e-003	0.0000	83.7401
Worker	0.0340	0.0229	0.2244	8.1000e-004	0.1134	6.0000e-004	0.1140	0.0301	5.5000e-004	0.0307	0.0000	72.9101	72.9101	1.4700e-003	0.0000	72.9467
Total	**0.0422**	**0.3367**	**0.3087**	**1.6700e-003**	**0.1341**	**9.7000e-004**	**0.1351**	**0.0361**	**9.1000e-004**	**0.0370**	**0.0000**	**156.5353**	**156.5353**	**6.0700e-003**	**0.0000**	**156.6868**

3.6 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0133	0.1244	0.2114	3.3000e-004		6.0700e-003	6.0700e-003		5.5800e-003	5.5800e-003	0.0000	29.0279	29.0279	9.3900e-003	0.0000	29.2626
Paving	2.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0154**	**0.1244**	**0.2114**	**3.3000e-004**		**6.0700e-003**	**6.0700e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**29.0279**	**29.0279**	**9.3900e-003**	**0.0000**	**29.2626**

3.6 Paving - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	4.2000e-004	4.1400e-003	1.0000e-005	2.0900e-003	1.0000e-005	2.1000e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.3469	1.3469	3.0000e-005	0.0000	1.3475
Total	**6.3000e-004**	**4.2000e-004**	**4.1400e-003**	**1.0000e-005**	**2.0900e-003**	**1.0000e-005**	**2.1000e-003**	**5.6000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.3469**	**1.3469**	**3.0000e-005**	**0.0000**	**1.3475**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0133	0.1244	0.2114	3.3000e-004		6.0700e-003	6.0700e-003		5.5800e-003	5.5800e-003	0.0000	29.0279	29.0279	9.3900e-003	0.0000	29.2626
Paving	2.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0154**	**0.1244**	**0.2114**	**3.3000e-004**		**6.0700e-003**	**6.0700e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**29.0279**	**29.0279**	**9.3900e-003**	**0.0000**	**29.2626**

3.6 Paving - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	4.2000e-004	4.1400e-003	1.0000e-005	2.0900e-003	1.0000e-005	2.1000e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.3469	1.3469	3.0000e-005	0.0000	1.3475
Total	**6.3000e-004**	**4.2000e-004**	**4.1400e-003**	**1.0000e-005**	**2.0900e-003**	**1.0000e-005**	**2.1000e-003**	**5.6000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.3469**	**1.3469**	**3.0000e-005**	**0.0000**	**1.3475**

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0991					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4800e-003	0.0166	0.0262	4.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	3.7022	3.7022	2.0000e-004	0.0000	3.7073
Total	**0.1016**	**0.0166**	**0.0262**	**4.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**3.7022**	**3.7022**	**2.0000e-004**	**0.0000**	**3.7073**

3.7 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.5000e-004	6.3600e-003	2.0000e-005	3.2100e-003	2.0000e-005	3.2300e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.0652	2.0652	4.0000e-005	0.0000	2.0662
Total	**9.6000e-004**	**6.5000e-004**	**6.3600e-003**	**2.0000e-005**	**3.2100e-003**	**2.0000e-005**	**3.2300e-003**	**8.5000e-004**	**2.0000e-005**	**8.7000e-004**	**0.0000**	**2.0652**	**2.0652**	**4.0000e-005**	**0.0000**	**2.0662**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0991					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4800e-003	0.0166	0.0262	4.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	3.7022	3.7022	2.0000e-004	0.0000	3.7073
Total	**0.1016**	**0.0166**	**0.0262**	**4.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**3.7022**	**3.7022**	**2.0000e-004**	**0.0000**	**3.7073**

3.7 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.5000e-004	6.3600e-003	2.0000e-005	3.2100e-003	2.0000e-005	3.2300e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.0652	2.0652	4.0000e-005	0.0000	2.0662
Total	**9.6000e-004**	**6.5000e-004**	**6.3600e-003**	**2.0000e-005**	**3.2100e-003**	**2.0000e-005**	**3.2300e-003**	**8.5000e-004**	**2.0000e-005**	**8.7000e-004**	**0.0000**	**2.0652**	**2.0652**	**4.0000e-005**	**0.0000**	**2.0662**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Other Asphalt Surfaces	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Other Non-Asphalt Surfaces	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Parking Lot	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	8.3558	8.3558	8.2000e-004	1.7000e-004	8.4272
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9.2480	9.2480	9.1000e-004	1.9000e-004	9.3271
NaturalGas Mitigated	2.3000e-004	2.0500e-003	1.7200e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.2355	2.2355	4.0000e-005	4.0000e-005	2.2488
NaturalGas Unmitigated	3.2000e-004	2.9300e-003	2.4600e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1885	3.1885	6.0000e-005	6.0000e-005	3.2075

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					
General Office Building	59750.5	3.2000e-004	2.9300e-003	2.4600e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1885	3.1885	6.0000e-005	6.0000e-005	3.2075
Other 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
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		**3.2000e-004**	**2.9300e-003**	**2.4600e-003**	**2.0000e-005**		**2.2000e-004**	**2.2000e-004**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**3.1885**	**3.1885**	**6.0000e-005**	**6.0000e-005**	**3.2075**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	41891	2.3000e-004	2.0500e-003	1.7200e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.2355	2.2355	4.0000e-005	4.0000e-005	2.2488
Other 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
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		**2.3000e-004**	**2.0500e-003**	**1.7200e-003**	**1.0000e-005**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**	**0.0000**	**2.2355**	**2.2355**	**4.0000e-005**	**4.0000e-005**	**2.2488**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	65079.5	8.6788	8.6000e-004	1.8000e-004	8.7529
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	4268.88	0.5693	6.0000e-005	1.0000e-005	0.5742
Total		**9.2480**	**9.2000e-004**	**1.9000e-004**	**9.3271**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	58389.1	7.7865	7.7000e-004	1.6000e-004	7.8531
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	4268.88	0.5693	6.0000e-005	1.0000e-005	0.5742
Total		**8.3558**	**8.3000e-004**	**1.7000e-004**	**8.4273**

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	0.0418	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.5000e-004
Unmitigated	0.0418	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.5000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0319					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.5000e-004
Total	**0.0418**	**0.0000**	**1.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.5000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0319					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.2000e-004	3.2000e-004	0.0000	0.0000	3.5000e-004
Total	**0.0418**	**0.0000**	**1.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.0000**	**3.5000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.8595	0.0212	5.1000e-004	1.5423
Unmitigated	0.8595	0.0212	5.1000e-004	1.5423

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.648728 / 0.397608	0.8595	0.0212	5.1000e-004	1.5423
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
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		**0.8595**	**0.0212**	**5.1000e-004**	**1.5423**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.648728 / 0.397608	0.8595	0.0212	5.1000e-004	1.5423
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
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		**0.8595**	**0.0212**	**5.1000e-004**	**1.5423**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.6881	0.0407	0.0000	1.7048
Unmitigated	0.6881	0.0407	0.0000	1.7048

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	3.39	0.6881	0.0407	0.0000	1.7048
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
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		**0.6881**	**0.0407**	**0.0000**	**1.7048**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	3.39	0.6881	0.0407	0.0000	1.7048
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
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		**0.6881**	**0.0407**	**0.0000**	**1.7048**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-843.9530	0.0000	0.0000	-843.9530

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Cropland	118.175 / 0	-732.6850	0.0000	0.0000	-732.6850
Scrub	7.16 / 0	-102.3880	0.0000	0.0000	-102.3880
Trees	0.08 / 0	-8.8800	0.0000	0.0000	-8.8800
Wetlands	2.019 / 0	0.0000	0.0000	0.0000	0.0000
Total		**-843.9530**	**0.0000**	**0.0000**	**-843.9530**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	0.28	Acre	0.28	12,196.80	0
Other Asphalt Surfaces	1.31	Acre	1.31	57,063.60	0
Other Non-Asphalt Surfaces	4.66	Acre	4.66	202,989.60	0
General Office Building	3.65	1000sqft	0.08	3,650.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2028
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Summer

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Land use represents hardscape, campgounds, buildings. Trails and vegetative buffers modeled separately.

Construction Phase - Construction start after initial vegetation removal work (modeled separately). Phase durations increased proportionally to defaults for assumed total 2 year construction duration of project (inclusive of initial vegetation removal).

Grading -

Demolition -

Trips and VMT - Added vendor trips to account for water trucks.

Architectural Coating -

Vehicle Trips - No increase in vehicle activity.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily. Replace Ground Cover of Area Disturbed. Limit vehicle speed on unpaved roadways.

Energy Mitigation - Exceed 2016 Title 24 default to represent more recent Title 24 Code as of Jan 1, 2020.

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	29.00
tblConstructionPhase	NumDays	230.00	332.00
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	29.00
tblConstructionPhase	NumDays	10.00	14.00
tblConstructionPhase	PhaseEndDate	3/24/2027	12/31/2027
tblConstructionPhase	PhaseEndDate	1/27/2027	10/12/2027
tblConstructionPhase	PhaseEndDate	1/28/2026	5/6/2026
tblConstructionPhase	PhaseEndDate	3/11/2026	7/3/2026
tblConstructionPhase	PhaseEndDate	2/24/2027	11/22/2027
tblConstructionPhase	PhaseEndDate	2/11/2026	5/26/2026
tblConstructionPhase	PhaseStartDate	2/25/2027	11/23/2027
tblConstructionPhase	PhaseStartDate	3/12/2026	7/4/2026
tblConstructionPhase	PhaseStartDate	1/1/2026	4/1/2026
tblConstructionPhase	PhaseStartDate	2/12/2026	5/27/2026
tblConstructionPhase	PhaseStartDate	1/28/2027	10/13/2027
tblConstructionPhase	PhaseStartDate	1/29/2026	5/7/2026
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2026	2.5297	25.4079	19.7884	0.0442	18.2535	1.0879	19.3414	9.9806	1.0009	10.9815	0.0000	4,334.5542	4,334.5542	1.1981	0.0000	4,351.2441
2027	7.0684	15.7548	19.1700	0.0438	1.3559	0.5371	1.8930	0.3644	0.5051	0.8695	0.0000	4,300.9653	4,300.9653	0.7159	0.0000	4,317.6144
Maximum	**7.0684**	**25.4079**	**19.7884**	**0.0442**	**18.2535**	**1.0879**	**19.3414**	**9.9806**	**1.0009**	**10.9815**	**0.0000**	**4,334.5542**	**4,334.5542**	**1.1981**	**0.0000**	**4,351.2441**

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					
2026	2.5297	25.4079	19.7884	0.0442	7.9106	1.0879	8.9985	4.2953	1.0009	5.2962	0.0000	4,334.5542	4,334.5542	1.1981	0.0000	4,351.2441
2027	7.0684	15.7548	19.1700	0.0438	1.3559	0.5371	1.8930	0.3644	0.5051	0.8695	0.0000	4,300.9653	4,300.9653	0.7159	0.0000	4,317.6144
Maximum	**7.0684**	**25.4079**	**19.7884**	**0.0442**	**7.9106**	**1.0879**	**8.9985**	**4.2953**	**1.0009**	**5.2962**	**0.0000**	**4,334.5542**	**4,334.5542**	**1.1981**	**0.0000**	**4,351.2441**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**52.74**	**0.00**	**48.71**	**54.96**	**0.00**	**47.97**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Energy	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003		19.2588	19.2588	3.7000e-004	3.5000e-004	19.3733
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2307**	**0.0161**	**0.0145**	**1.0000e-004**	**0.0000**	**1.2200e-003**	**1.2200e-003**	**0.0000**	**1.2200e-003**	**1.2200e-003**		**19.2610**	**19.2610**	**3.8000e-004**	**3.5000e-004**	**19.3756**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Energy	1.2400e-003	0.0113	9.4500e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5024	13.5024	2.6000e-004	2.5000e-004	13.5826
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2302**	**0.0113**	**0.0105**	**7.0000e-005**	**0.0000**	**8.6000e-004**	**8.6000e-004**	**0.0000**	**8.6000e-004**	**8.6000e-004**		**13.5045**	**13.5045**	**2.7000e-004**	**2.5000e-004**	**13.5849**

	ROG	NOx	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	**0.23**	**29.89**	**27.81**	**30.00**	**0.00**	**29.51**	**29.51**	**0.00**	**29.51**	**29.51**	**0.00**	**29.89**	**29.89**	**28.95**	**28.57**	**29.89**

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	4/1/2026	5/6/2026	5	26	
2	Site Preparation	Site Preparation	5/7/2026	5/26/2026	5	14	
3	Grading	Grading	5/27/2026	7/3/2026	5	28	
4	Building Construction	Building Construction	7/4/2026	10/12/2027	5	332	
5	Paving	Paving	10/13/2027	11/22/2027	5	29	
6	Architectural Coating	Architectural Coating	11/23/2027	12/31/2027	5	29	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 14

Acres of Paving: 6.25

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,475; Non-Residential Outdoor: 1,825; Striped Parking Area: 16,335 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	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	6	15.00	2.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	116.00	45.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0510	0.0000	0.0510	7.7200e-003	0.0000	7.7200e-003			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920		3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.0510**	**0.8528**	**0.9037**	**7.7200e-003**	**0.7920**	**0.7997**		**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1300e-003	0.0387	0.0126	1.7000e-004	4.0400e-003	9.0000e-005	4.1300e-003	1.1100e-003	9.0000e-005	1.1900e-003		18.3654	18.3654	1.1400e-003		18.3939
Vendor	3.6200e-003	0.1394	0.0362	3.8000e-004	9.2900e-003	1.7000e-004	9.4700e-003	2.6800e-003	1.6000e-004	2.8400e-003		41.0959	41.0959	2.1500e-003		41.1496
Worker	0.0445	0.0288	0.3212	1.1100e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		110.3563	110.3563	2.3700e-003		110.4155
Total	**0.0492**	**0.2070**	**0.3700**	**1.6600e-003**	**0.1616**	**1.0600e-003**	**0.1627**	**0.0431**	**9.9000e-004**	**0.0441**		**169.8176**	**169.8176**	**5.6600e-003**		**169.9590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0218	0.0000	0.0218	3.3000e-003	0.0000	3.3000e-003			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920	0.0000	3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.0218**	**0.8528**	**0.8746**	**3.3000e-003**	**0.7920**	**0.7953**	**0.0000**	**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1300e-003	0.0387	0.0126	1.7000e-004	4.0400e-003	9.0000e-005	4.1300e-003	1.1100e-003	9.0000e-005	1.1900e-003		18.3654	18.3654	1.1400e-003		18.3939
Vendor	3.6200e-003	0.1394	0.0362	3.8000e-004	9.2900e-003	1.7000e-004	9.4700e-003	2.6800e-003	1.6000e-004	2.8400e-003		41.0959	41.0959	2.1500e-003		41.1496
Worker	0.0445	0.0288	0.3212	1.1100e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		110.3563	110.3563	2.3700e-003		110.4155
Total	**0.0492**	**0.2070**	**0.3700**	**1.6600e-003**	**0.1616**	**1.0600e-003**	**0.1627**	**0.0431**	**9.9000e-004**	**0.0441**		**169.8176**	**169.8176**	**5.6600e-003**		**169.9590**

3.3 Site Preparation - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.0663**	**1.0868**	**19.1531**	**9.9307**	**0.9999**	**10.9305**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6200e-003	0.1394	0.0362	3.8000e-004	9.2900e-003	1.7000e-004	9.4700e-003	2.6800e-003	1.6000e-004	2.8400e-003		41.0959	41.0959	2.1500e-003		41.1496
Worker	0.0534	0.0346	0.3854	1.3300e-003	0.1780	9.7000e-004	0.1789	0.0472	8.9000e-004	0.0481		132.4276	132.4276	2.8400e-003		132.4986
Total	**0.0570**	**0.1740**	**0.4216**	**1.7100e-003**	**0.1872**	**1.1400e-003**	**0.1884**	**0.0499**	**1.0500e-003**	**0.0509**		**173.5235**	**173.5235**	**4.9900e-003**		**173.6482**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**7.7233**	**1.0868**	**8.8101**	**4.2454**	**0.9999**	**5.2452**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6200e-003	0.1394	0.0362	3.8000e-004	9.2900e-003	1.7000e-004	9.4700e-003	2.6800e-003	1.6000e-004	2.8400e-003		41.0959	41.0959	2.1500e-003		41.1496
Worker	0.0534	0.0346	0.3854	1.3300e-003	0.1780	9.7000e-004	0.1789	0.0472	8.9000e-004	0.0481		132.4276	132.4276	2.8400e-003		132.4986
Total	**0.0570**	**0.1740**	**0.4216**	**1.7100e-003**	**0.1872**	**1.1400e-003**	**0.1884**	**0.0499**	**1.0500e-003**	**0.0509**		**173.5235**	**173.5235**	**4.9900e-003**		**173.6482**

3.4 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.5523**	**0.6236**	**7.1759**	**3.3675**	**0.5737**	**3.9412**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6200e-003	0.1394	0.0362	3.8000e-004	9.2900e-003	1.7000e-004	9.4700e-003	2.6800e-003	1.6000e-004	2.8400e-003		41.0959	41.0959	2.1500e-003		41.1496
Worker	0.0445	0.0288	0.3212	1.1100e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		110.3563	110.3563	2.3700e-003		110.4155
Total	**0.0481**	**0.1683**	**0.3574**	**1.4900e-003**	**0.1576**	**9.7000e-004**	**0.1586**	**0.0420**	**9.0000e-004**	**0.0429**		**151.4522**	**151.4522**	**4.5200e-003**		**151.5651**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8011	0.0000	2.8011	1.4396	0.0000	1.4396			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**2.8011**	**0.6236**	**3.4247**	**1.4396**	**0.5737**	**2.0133**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6200e-003	0.1394	0.0362	3.8000e-004	9.2900e-003	1.7000e-004	9.4700e-003	2.6800e-003	1.6000e-004	2.8400e-003		41.0959	41.0959	2.1500e-003		41.1496
Worker	0.0445	0.0288	0.3212	1.1100e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		110.3563	110.3563	2.3700e-003		110.4155
Total	**0.0481**	**0.1683**	**0.3574**	**1.4900e-003**	**0.1576**	**9.7000e-004**	**0.1586**	**0.0420**	**9.0000e-004**	**0.0429**		**151.4522**	**151.4522**	**4.5200e-003**		**151.5651**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0815	3.1374	0.8152	8.6300e-003	0.2091	3.8700e-003	0.2130	0.0602	3.7000e-003	0.0639		924.6579	924.6579	0.0483		925.8663
Worker	0.3438	0.2229	2.4837	8.5600e-003	1.1468	6.2200e-003	1.1530	0.3042	5.7300e-003	0.3099		853.4220	853.4220	0.0183		853.8798
Total	**0.4253**	**3.3603**	**3.2989**	**0.0172**	**1.3559**	**0.0101**	**1.3660**	**0.3644**	**9.4300e-003**	**0.3738**		**1,778.0799**	**1,778.0799**	**0.0667**		**1,779.7461**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0815	3.1374	0.8152	8.6300e-003	0.2091	3.8700e-003	0.2130	0.0602	3.7000e-003	0.0639		924.6579	924.6579	0.0483		925.8663
Worker	0.3438	0.2229	2.4837	8.5600e-003	1.1468	6.2200e-003	1.1530	0.3042	5.7300e-003	0.3099		853.4220	853.4220	0.0183		853.8798
Total	**0.4253**	**3.3603**	**3.2989**	**0.0172**	**1.3559**	**0.0101**	**1.3660**	**0.3644**	**9.4300e-003**	**0.3738**		**1,778.0799**	**1,778.0799**	**0.0667**		**1,779.7461**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0783	3.0824	0.7797	8.5800e-003	0.2091	3.6300e-003	0.2128	0.0603	3.4700e-003	0.0637		920.5209	920.5209	0.0485		921.7324
Worker	0.3255	0.2028	2.3057	8.2600e-003	1.1468	5.8700e-003	1.1527	0.3042	5.4100e-003	0.3096		823.9700	823.9700	0.0166		824.3839
Total	**0.4037**	**3.2851**	**3.0854**	**0.0168**	**1.3559**	**9.5000e-003**	**1.3654**	**0.3644**	**8.8800e-003**	**0.3733**		**1,744.4910**	**1,744.4910**	**0.0650**		**1,746.1163**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0783	3.0824	0.7797	8.5800e-003	0.2091	3.6300e-003	0.2128	0.0603	3.4700e-003	0.0637		920.5209	920.5209	0.0485		921.7324
Worker	0.3255	0.2028	2.3057	8.2600e-003	1.1468	5.8700e-003	1.1527	0.3042	5.4100e-003	0.3096		823.9700	823.9700	0.0166		824.3839
Total	**0.4037**	**3.2851**	**3.0854**	**0.0168**	**1.3559**	**9.5000e-003**	**1.3654**	**0.3644**	**8.8800e-003**	**0.3733**		**1,744.4910**	**1,744.4910**	**0.0650**		**1,746.1163**

3.6 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.1437					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0588**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0421	0.0262	0.2982	1.0700e-003	0.1483	7.6000e-004	0.1491	0.0393	7.0000e-004	0.0400		106.5479	106.5479	2.1400e-003		106.6014
Total	**0.0421**	**0.0262**	**0.2982**	**1.0700e-003**	**0.1483**	**7.6000e-004**	**0.1491**	**0.0393**	**7.0000e-004**	**0.0400**		**106.5479**	**106.5479**	**2.1400e-003**		**106.6014**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.1437					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0588**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0421	0.0262	0.2982	1.0700e-003	0.1483	7.6000e-004	0.1491	0.0393	7.0000e-004	0.0400		106.5479	106.5479	2.1400e-003		106.6014
Total	**0.0421**	**0.0262**	**0.2982**	**1.0700e-003**	**0.1483**	**7.6000e-004**	**0.1491**	**0.0393**	**7.0000e-004**	**0.0400**		**106.5479**	**106.5479**	**2.1400e-003**		**106.6014**

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.8330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**7.0039**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0645	0.0402	0.4572	1.6400e-003	0.2274	1.1600e-003	0.2286	0.0603	1.0700e-003	0.0614		163.3734	163.3734	3.2800e-003		163.4554
Total	**0.0645**	**0.0402**	**0.4572**	**1.6400e-003**	**0.2274**	**1.1600e-003**	**0.2286**	**0.0603**	**1.0700e-003**	**0.0614**		**163.3734**	**163.3734**	**3.2800e-003**		**163.4554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.8330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**7.0039**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0645	0.0402	0.4572	1.6400e-003	0.2274	1.1600e-003	0.2286	0.0603	1.0700e-003	0.0614		163.3734	163.3734	3.2800e-003		163.4554
Total	**0.0645**	**0.0402**	**0.4572**	**1.6400e-003**	**0.2274**	**1.1600e-003**	**0.2286**	**0.0603**	**1.0700e-003**	**0.0614**		**163.3734**	**163.3734**	**3.2800e-003**		**163.4554**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Other Asphalt Surfaces	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Other Non-Asphalt Surfaces	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Parking Lot	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2400e-003	0.0113	9.4500e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5024	13.5024	2.6000e-004	2.5000e-004	13.5826
NaturalGas Unmitigated	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003		19.2588	19.2588	3.7000e-004	3.5000e-004	19.3733

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					
General Office Building	163.7	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003		19.2588	19.2588	3.7000e-004	3.5000e-004	19.3733
Other 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
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
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		**1.7700e-003**	**0.0161**	**0.0135**	**1.0000e-004**		**1.2200e-003**	**1.2200e-003**		**1.2200e-003**	**1.2200e-003**		**19.2588**	**19.2588**	**3.7000e-004**	**3.5000e-004**	**19.3733**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.11477	1.2400e-003	0.0113	9.4500e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5024	13.5024	2.6000e-004	2.5000e-004	13.5826
Other 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
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
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		**1.2400e-003**	**0.0113**	**9.4500e-003**	**7.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**		**13.5024**	**13.5024**	**2.6000e-004**	**2.5000e-004**	**13.5826**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Unmitigated	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-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	lb/day										lb/day					
Architectural Coating	0.0543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1745					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Total	**0.2289**	**1.0000e-005**	**1.0100e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1700e-003**	**2.1700e-003**	**1.0000e-005**		**2.3100e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1745					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Total	**0.2289**	**1.0000e-005**	**1.0100e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1700e-003**	**2.1700e-003**	**1.0000e-005**		**2.3100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	0.28	Acre	0.28	12,196.80	0
Other Asphalt Surfaces	1.31	Acre	1.31	57,063.60	0
Other Non-Asphalt Surfaces	4.66	Acre	4.66	202,989.60	0
General Office Building	3.65	1000sqft	0.08	3,650.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2028
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Winter

Project Characteristics - Utility CO2 intensity factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Land use represents hardscape, campgounds, buildings. Trails and vegetative buffers modeled separately.

Construction Phase - Construction start after initial vegetation removal work (modeled separately). Phase durations increased proportionally to defaults for assumed total 2 year construction duration of project (inclusive of initial vegetation removal).

Grading -

Demolition -

Trips and VMT - Added vendor trips to account for water trucks.

Architectural Coating -

Vehicle Trips - No increase in vehicle activity.

Energy Use -

Land Use Change -

Construction Off-road Equipment Mitigation - Water exposed areas at least twice daily. Replace Ground Cover of Area Disturbed. Limit vehicle speed on unpaved roadways.

Energy Mitigation - Exceed 2016 Title 24 default to represent more recent Title 24 Code as of Jan 1, 2020.

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	29.00
tblConstructionPhase	NumDays	230.00	332.00
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	29.00
tblConstructionPhase	NumDays	10.00	14.00
tblConstructionPhase	PhaseEndDate	3/24/2027	12/31/2027
tblConstructionPhase	PhaseEndDate	1/27/2027	10/12/2027
tblConstructionPhase	PhaseEndDate	1/28/2026	5/6/2026
tblConstructionPhase	PhaseEndDate	3/11/2026	7/3/2026
tblConstructionPhase	PhaseEndDate	2/24/2027	11/22/2027
tblConstructionPhase	PhaseEndDate	2/11/2026	5/26/2026
tblConstructionPhase	PhaseStartDate	2/25/2027	11/23/2027
tblConstructionPhase	PhaseStartDate	3/12/2026	7/4/2026
tblConstructionPhase	PhaseStartDate	1/1/2026	4/1/2026
tblConstructionPhase	PhaseStartDate	2/12/2026	5/27/2026
tblConstructionPhase	PhaseStartDate	1/28/2027	10/13/2027
tblConstructionPhase	PhaseStartDate	1/29/2026	5/7/2026
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2026	2.5384	25.4113	19.7807	0.0435	18.2535	1.0879	19.3414	9.9806	1.0009	10.9815	0.0000	4,265.2194	4,265.2194	1.1981	0.0000	4,281.9680
2027	7.0790	15.7548	19.1717	0.0431	1.3559	0.5372	1.8931	0.3644	0.5053	0.8697	0.0000	4,233.0804	4,233.0804	0.7158	0.0000	4,249.7896
Maximum	**7.0790**	**25.4113**	**19.7807**	**0.0435**	**18.2535**	**1.0879**	**19.3414**	**9.9806**	**1.0009**	**10.9815**	**0.0000**	**4,265.2194**	**4,265.2194**	**1.1981**	**0.0000**	**4,281.9680**

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					
2026	2.5384	25.4113	19.7807	0.0435	7.9106	1.0879	8.9985	4.2953	1.0009	5.2962	0.0000	4,265.2194	4,265.2194	1.1981	0.0000	4,281.9680
2027	7.0790	15.7548	19.1717	0.0431	1.3559	0.5372	1.8931	0.3644	0.5053	0.8697	0.0000	4,233.0804	4,233.0804	0.7158	0.0000	4,249.7896
Maximum	**7.0790**	**25.4113**	**19.7807**	**0.0435**	**7.9106**	**1.0879**	**8.9985**	**4.2953**	**1.0009**	**5.2962**	**0.0000**	**4,265.2194**	**4,265.2194**	**1.1981**	**0.0000**	**4,281.9680**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**52.74**	**0.00**	**48.71**	**54.96**	**0.00**	**47.97**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Energy	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003		19.2588	19.2588	3.7000e-004	3.5000e-004	19.3733
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2307**	**0.0161**	**0.0145**	**1.0000e-004**	**0.0000**	**1.2200e-003**	**1.2200e-003**	**0.0000**	**1.2200e-003**	**1.2200e-003**		**19.2610**	**19.2610**	**3.8000e-004**	**3.5000e-004**	**19.3756**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Energy	1.2400e-003	0.0113	9.4500e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5024	13.5024	2.6000e-004	2.5000e-004	13.5826
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2302**	**0.0113**	**0.0105**	**7.0000e-005**	**0.0000**	**8.6000e-004**	**8.6000e-004**	**0.0000**	**8.6000e-004**	**8.6000e-004**		**13.5045**	**13.5045**	**2.7000e-004**	**2.5000e-004**	**13.5849**

	ROG	NOx	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	**0.23**	**29.89**	**27.81**	**30.00**	**0.00**	**29.51**	**29.51**	**0.00**	**29.51**	**29.51**	**0.00**	**29.89**	**29.89**	**28.95**	**28.57**	**29.89**

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	4/1/2026	5/6/2026	5	26	
2	Site Preparation	Site Preparation	5/7/2026	5/26/2026	5	14	
3	Grading	Grading	5/27/2026	7/3/2026	5	28	
4	Building Construction	Building Construction	7/4/2026	10/12/2027	5	332	
5	Paving	Paving	10/13/2027	11/22/2027	5	29	
6	Architectural Coating	Architectural Coating	11/23/2027	12/31/2027	5	29	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 14

Acres of Paving: 6.25

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,475; Non-Residential Outdoor: 1,825; Striped Parking Area: 16,335 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Initial) Improvement Project - San Luis Obispo County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	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	6	15.00	2.00	6.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	116.00	45.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0510	0.0000	0.0510	7.7200e-003	0.0000	7.7200e-003			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920		3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.0510**	**0.8528**	**0.9037**	**7.7200e-003**	**0.7920**	**0.7997**		**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1600e-003	0.0388	0.0132	1.7000e-004	4.0400e-003	9.0000e-005	4.1300e-003	1.1100e-003	9.0000e-005	1.1900e-003		18.0741	18.0741	1.1700e-003		18.1033
Vendor	3.8600e-003	0.1383	0.0407	3.7000e-004	9.2900e-003	1.8000e-004	9.4700e-003	2.6800e-003	1.7000e-004	2.8500e-003		39.7881	39.7881	2.2900e-003		39.8454
Worker	0.0516	0.0327	0.3083	1.0500e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		105.1956	105.1956	2.2600e-003		105.2521
Total	**0.0566**	**0.2097**	**0.3623**	**1.5900e-003**	**0.1616**	**1.0700e-003**	**0.1627**	**0.0431**	**1.0000e-003**	**0.0441**		**163.0578**	**163.0578**	**5.7200e-003**		**163.2008**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0218	0.0000	0.0218	3.3000e-003	0.0000	3.3000e-003			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920	0.0000	3,747.5996	3,747.5996	1.0464		3,773.7606
Total	**2.0926**	**19.1966**	**19.4184**	**0.0388**	**0.0218**	**0.8528**	**0.8746**	**3.3000e-003**	**0.7920**	**0.7953**	**0.0000**	**3,747.5996**	**3,747.5996**	**1.0464**		**3,773.7606**

3.2 Demolition - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1600e-003	0.0388	0.0132	1.7000e-004	4.0400e-003	9.0000e-005	4.1300e-003	1.1100e-003	9.0000e-005	1.1900e-003		18.0741	18.0741	1.1700e-003		18.1033
Vendor	3.8600e-003	0.1383	0.0407	3.7000e-004	9.2900e-003	1.8000e-004	9.4700e-003	2.6800e-003	1.7000e-004	2.8500e-003		39.7881	39.7881	2.2900e-003		39.8454
Worker	0.0516	0.0327	0.3083	1.0500e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		105.1956	105.1956	2.2600e-003		105.2521
Total	**0.0566**	**0.2097**	**0.3623**	**1.5900e-003**	**0.1616**	**1.0700e-003**	**0.1627**	**0.0431**	**1.0000e-003**	**0.0441**		**163.0578**	**163.0578**	**5.7200e-003**		**163.2008**

3.3 Site Preparation - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**18.0663**	**1.0868**	**19.1531**	**9.9307**	**0.9999**	**10.9305**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8600e-003	0.1383	0.0407	3.7000e-004	9.2900e-003	1.8000e-004	9.4700e-003	2.6800e-003	1.7000e-004	2.8500e-003		39.7881	39.7881	2.2900e-003		39.8454
Worker	0.0619	0.0392	0.3700	1.2700e-003	0.1780	9.7000e-004	0.1789	0.0472	8.9000e-004	0.0481		126.2347	126.2347	2.7100e-003		126.3025
Total	**0.0657**	**0.1775**	**0.4107**	**1.6400e-003**	**0.1872**	**1.1500e-003**	**0.1884**	**0.0499**	**1.0600e-003**	**0.0509**		**166.0228**	**166.0228**	**5.0000e-003**		**166.1479**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**7.7233**	**1.0868**	**8.8101**	**4.2454**	**0.9999**	**5.2452**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

3.3 Site Preparation - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8600e-003	0.1383	0.0407	3.7000e-004	9.2900e-003	1.8000e-004	9.4700e-003	2.6800e-003	1.7000e-004	2.8500e-003		39.7881	39.7881	2.2900e-003		39.8454
Worker	0.0619	0.0392	0.3700	1.2700e-003	0.1780	9.7000e-004	0.1789	0.0472	8.9000e-004	0.0481		126.2347	126.2347	2.7100e-003		126.3025
Total	**0.0657**	**0.1775**	**0.4107**	**1.6400e-003**	**0.1872**	**1.1500e-003**	**0.1884**	**0.0499**	**1.0600e-003**	**0.0509**		**166.0228**	**166.0228**	**5.0000e-003**		**166.1479**

3.4 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**6.5523**	**0.6236**	**7.1759**	**3.3675**	**0.5737**	**3.9412**		**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8600e-003	0.1383	0.0407	3.7000e-004	9.2900e-003	1.8000e-004	9.4700e-003	2.6800e-003	1.7000e-004	2.8500e-003		39.7881	39.7881	2.2900e-003		39.8454
Worker	0.0516	0.0327	0.3083	1.0500e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		105.1956	105.1956	2.2600e-003		105.2521
Total	**0.0554**	**0.1709**	**0.3491**	**1.4200e-003**	**0.1576**	**9.8000e-004**	**0.1586**	**0.0420**	**9.1000e-004**	**0.0429**		**144.9837**	**144.9837**	**4.5500e-003**		**145.0975**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8011	0.0000	2.8011	1.4396	0.0000	1.4396			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.7052	2,873.7052	0.9294		2,896.9405
Total	**1.5227**	**15.3148**	**14.5402**	**0.0297**	**2.8011**	**0.6236**	**3.4247**	**1.4396**	**0.5737**	**2.0133**	**0.0000**	**2,873.7052**	**2,873.7052**	**0.9294**		**2,896.9405**

3.4 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8600e-003	0.1383	0.0407	3.7000e-004	9.2900e-003	1.8000e-004	9.4700e-003	2.6800e-003	1.7000e-004	2.8500e-003		39.7881	39.7881	2.2900e-003		39.8454
Worker	0.0516	0.0327	0.3083	1.0500e-003	0.1483	8.0000e-004	0.1491	0.0393	7.4000e-004	0.0401		105.1956	105.1956	2.2600e-003		105.2521
Total	**0.0554**	**0.1709**	**0.3491**	**1.4200e-003**	**0.1576**	**9.8000e-004**	**0.1586**	**0.0420**	**9.1000e-004**	**0.0429**		**144.9837**	**144.9837**	**4.5500e-003**		**145.0975**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0868	3.1108	0.9165	8.3600e-003	0.2091	4.0400e-003	0.2131	0.0602	3.8600e-003	0.0641		895.2327	895.2327	0.0515		896.5205
Worker	0.3987	0.2526	2.3845	8.1600e-003	1.1468	6.2200e-003	1.1530	0.3042	5.7300e-003	0.3099		813.5124	813.5124	0.0175		813.9495
Total	**0.4856**	**3.3634**	**3.3010**	**0.0165**	**1.3559**	**0.0103**	**1.3662**	**0.3644**	**9.5900e-003**	**0.3740**		**1,708.7451**	**1,708.7451**	**0.0690**		**1,710.4700**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0868	3.1108	0.9165	8.3600e-003	0.2091	4.0400e-003	0.2131	0.0602	3.8600e-003	0.0641		895.2327	895.2327	0.0515		896.5205
Worker	0.3987	0.2526	2.3845	8.1600e-003	1.1468	6.2200e-003	1.1530	0.3042	5.7300e-003	0.3099		813.5124	813.5124	0.0175		813.9495
Total	**0.4856**	**3.3634**	**3.3010**	**0.0165**	**1.3559**	**0.0103**	**1.3662**	**0.3644**	**9.5900e-003**	**0.3740**		**1,708.7451**	**1,708.7451**	**0.0690**		**1,710.4700**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0834	3.0554	0.8771	8.3100e-003	0.2091	3.7800e-003	0.2129	0.0603	3.6100e-003	0.0639		891.1894	891.1894	0.0516		892.4803
Worker	0.3786	0.2298	2.2099	7.8700e-003	1.1468	5.8700e-003	1.1527	0.3042	5.4100e-003	0.3096		785.4167	785.4167	0.0158		785.8112
Total	**0.4620**	**3.2851**	**3.0870**	**0.0162**	**1.3559**	**9.6500e-003**	**1.3656**	**0.3644**	**9.0200e-003**	**0.3734**		**1,676.6061**	**1,676.6061**	**0.0674**		**1,678.2915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0834	3.0554	0.8771	8.3100e-003	0.2091	3.7800e-003	0.2129	0.0603	3.6100e-003	0.0639		891.1894	891.1894	0.0516		892.4803
Worker	0.3786	0.2298	2.2099	7.8700e-003	1.1468	5.8700e-003	1.1527	0.3042	5.4100e-003	0.3096		785.4167	785.4167	0.0158		785.8112
Total	**0.4620**	**3.2851**	**3.0870**	**0.0162**	**1.3559**	**9.6500e-003**	**1.3656**	**0.3644**	**9.0200e-003**	**0.3734**		**1,676.6061**	**1,676.6061**	**0.0674**		**1,678.2915**

3.6 Paving - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.1437					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0588**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0490	0.0297	0.2858	1.0200e-003	0.1483	7.6000e-004	0.1491	0.0393	7.0000e-004	0.0400		101.5625	101.5625	2.0400e-003		101.6135
Total	**0.0490**	**0.0297**	**0.2858**	**1.0200e-003**	**0.1483**	**7.6000e-004**	**0.1491**	**0.0393**	**7.0000e-004**	**0.0400**		**101.5625**	**101.5625**	**2.0400e-003**		**101.6135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.1437					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0588**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.6 Paving - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0490	0.0297	0.2858	1.0200e-003	0.1483	7.6000e-004	0.1491	0.0393	7.0000e-004	0.0400		101.5625	101.5625	2.0400e-003		101.6135
Total	**0.0490**	**0.0297**	**0.2858**	**1.0200e-003**	**0.1483**	**7.6000e-004**	**0.1491**	**0.0393**	**7.0000e-004**	**0.0400**		**101.5625**	**101.5625**	**2.0400e-003**		**101.6135**

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.8330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**7.0039**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0751	0.0456	0.4382	1.5600e-003	0.2274	1.1600e-003	0.2286	0.0603	1.0700e-003	0.0614		155.7292	155.7292	3.1300e-003		155.8074
Total	**0.0751**	**0.0456**	**0.4382**	**1.5600e-003**	**0.2274**	**1.1600e-003**	**0.2286**	**0.0603**	**1.0700e-003**	**0.0614**		**155.7292**	**155.7292**	**3.1300e-003**		**155.8074**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.8330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**7.0039**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.7 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0751	0.0456	0.4382	1.5600e-003	0.2274	1.1600e-003	0.2286	0.0603	1.0700e-003	0.0614		155.7292	155.7292	3.1300e-003		155.8074
Total	**0.0751**	**0.0456**	**0.4382**	**1.5600e-003**	**0.2274**	**1.1600e-003**	**0.2286**	**0.0603**	**1.0700e-003**	**0.0614**		**155.7292**	**155.7292**	**3.1300e-003**		**155.8074**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
Parking Lot	13.00	5.00	5.00	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
General Office Building	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Other Asphalt Surfaces	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Other Non-Asphalt Surfaces	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872
Parking Lot	0.605837	0.025637	0.198842	0.106696	0.016574	0.004752	0.012552	0.019801	0.002258	0.001081	0.004377	0.000722	0.000872

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2400e-003	0.0113	9.4500e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5024	13.5024	2.6000e-004	2.5000e-004	13.5826
NaturalGas Unmitigated	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003		19.2588	19.2588	3.7000e-004	3.5000e-004	19.3733

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					
General Office Building	163.7	1.7700e-003	0.0161	0.0135	1.0000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003		19.2588	19.2588	3.7000e-004	3.5000e-004	19.3733
Other 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
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
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		**1.7700e-003**	**0.0161**	**0.0135**	**1.0000e-004**		**1.2200e-003**	**1.2200e-003**		**1.2200e-003**	**1.2200e-003**		**19.2588**	**19.2588**	**3.7000e-004**	**3.5000e-004**	**19.3733**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.11477	1.2400e-003	0.0113	9.4500e-003	7.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004		13.5024	13.5024	2.6000e-004	2.5000e-004	13.5826
Other 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
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
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		**1.2400e-003**	**0.0113**	**9.4500e-003**	**7.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**		**13.5024**	**13.5024**	**2.6000e-004**	**2.5000e-004**	**13.5826**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Unmitigated	0.2289	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-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	lb/day										lb/day					
Architectural Coating	0.0543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1745					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Total	**0.2289**	**1.0000e-005**	**1.0100e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1700e-003**	**2.1700e-003**	**1.0000e-005**		**2.3100e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1745					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.1700e-003	2.1700e-003	1.0000e-005		2.3100e-003
Total	**0.2289**	**1.0000e-005**	**1.0100e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.1700e-003**	**2.1700e-003**	**1.0000e-005**		**2.3100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.25	1000sqft	0.03	1,250.00	0
Other Asphalt Surfaces	23.52	Acre	23.52	1,024,531.20	0
City Park	10.72	Acre	10.72	466,963.20	0
User Defined Recreational	0.02	User Defined Unit	0.02	1,000.00	0
Mobile Home Park	20.00	Dwelling Unit	0.23	10,000.00	57
Convenience Market (24 Hour)	3.83	1000sqft	0.09	3,825.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2031
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Annual

Project Characteristics - CO2 Utility Intensity Factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Estimated additional hardscape and trail/camping areas under Oso Flaco Future - vegetation buffers and related actions captured under Oso Flaco (Initial) for entire site.

Construction Phase - No demolition and minimal grading. Adjusted other phase durations proportionally to defaults to account for appx 3-year construction duration.

Off-road Equipment - Site is relatively flat and was prior cropland - reduced default equipment as site prep limited to light equipment, hand crews, and a few trucks.

Off-road Equipment - Site is relatively flat and was prior cropland - reduced default equipment as there would be limited grading and limited to light equipment, hand crews, and a few trucks.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Trips and VMT - Added vendor trips to Site Prep and Grading to account for water trucks. Reduced Building Const and Arch Coating worker trips to align with the amount of equipment. Reduced building vendor trips.

Vehicle Trips - No net change in staff or visitor trips.

Energy Use -

Construction Off-road Equipment Mitigation - Water at least twice daily.

Energy Mitigation - Exceed default 2016 Title 24 to represent most recent Title 24 effective Jan 1, 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	55.00	57.00
tblConstructionPhase	NumDays	740.00	613.00
tblConstructionPhase	NumDays	75.00	24.00
tblConstructionPhase	NumDays	55.00	57.00
tblConstructionPhase	NumDays	30.00	24.00
tblConstructionPhase	PhaseEndDate	11/7/2031	12/30/2030
tblConstructionPhase	PhaseEndDate	6/6/2031	7/23/2030

tblConstructionPhase	PhaseEndDate	8/4/2028	3/16/2028
tblConstructionPhase	PhaseEndDate	8/22/2031	10/10/2030
tblConstructionPhase	PhaseEndDate	4/21/2028	2/11/2028
tblConstructionPhase	PhaseStartDate	8/23/2031	10/11/2030
tblConstructionPhase	PhaseStartDate	8/5/2028	3/17/2028
tblConstructionPhase	PhaseStartDate	4/22/2028	2/12/2028
tblConstructionPhase	PhaseStartDate	6/7/2031	7/24/2030
tblConstructionPhase	PhaseStartDate	3/11/2028	1/11/2028
tblGrading	AcresOfGrading	12.00	60.00
tblLandUse	LandUseSquareFeet	24,000.00	10,000.00
tblLandUse	LandUseSquareFeet	0.00	1,000.00
tblLandUse	LotAcreage	2.52	0.23
tblLandUse	LotAcreage	0.00	0.02
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	248.00	24.00
tblTripsAndVMT	WorkerTripNumber	643.00	27.00
tblTripsAndVMT	WorkerTripNumber	129.00	5.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	5.00	0.00
tblVehicleTrips	SU_TR	16.74	0.00

tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	4.36	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	4.99	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2028	0.1713	1.6275	2.0171	3.8900e-003	0.0744	0.0614	0.1358	0.0150	0.0576	0.0726	0.0000	341.8389	341.8389	0.0712	0.0000	343.6194
2029	0.1927	1.8415	2.2116	4.3300e-003	0.0482	0.0692	0.1174	0.0131	0.0651	0.0783	0.0000	380.0735	380.0735	0.0747	0.0000	381.9401
2030	0.6190	0.9254	1.7513	3.6300e-003	0.0324	0.0210	0.0535	8.8000e-003	0.0210	0.0298	0.0000	313.9897	313.9897	0.0132	0.0000	314.3202
Maximum	**0.6190**	**1.8415**	**2.2116**	**4.3300e-003**	**0.0744**	**0.0692**	**0.1358**	**0.0150**	**0.0651**	**0.0783**	**0.0000**	**380.0735**	**380.0735**	**0.0747**	**0.0000**	**381.9401**

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					
2028	0.1713	1.6275	2.0171	3.8900e-003	0.0569	0.0614	0.1183	0.0131	0.0576	0.0707	0.0000	341.8386	341.8386	0.0712	0.0000	343.6190
2029	0.1927	1.8415	2.2116	4.3300e-003	0.0482	0.0692	0.1174	0.0131	0.0651	0.0783	0.0000	380.0732	380.0732	0.0747	0.0000	381.9398
2030	0.6190	0.9254	1.7513	3.6300e-003	0.0324	0.0210	0.0535	8.8000e-003	0.0210	0.0298	0.0000	313.9894	313.9894	0.0132	0.0000	314.3199
Maximum	**0.6190**	**1.8415**	**2.2116**	**4.3300e-003**	**0.0569**	**0.0692**	**0.1183**	**0.0131**	**0.0651**	**0.0783**	**0.0000**	**380.0732**	**380.0732**	**0.0747**	**0.0000**	**381.9398**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**11.29**	**0.00**	**5.71**	**5.11**	**0.00**	**1.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2028**	**3-31-2028**	0.2713	0.2713
2	**4-1-2028**	**6-30-2028**	0.5073	0.5073
3	**7-1-2028**	**9-30-2028**	0.5129	0.5129
4	**10-1-2028**	**12-31-2028**	0.5131	0.5131
5	**1-1-2029**	**3-31-2029**	0.5008	0.5008
6	**4-1-2029**	**6-30-2029**	0.5062	0.5062
7	**7-1-2029**	**9-30-2029**	0.5118	0.5118
8	**10-1-2029**	**12-31-2029**	0.5119	0.5119
9	**1-1-2030**	**3-31-2030**	0.3521	0.3521
10	**4-1-2030**	**6-30-2030**	0.3559	0.3559
11	**7-1-2030**	**9-30-2030**	0.3275	0.3275
		Highest	0.5131	0.5131

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	0.1856	3.1400e-003	0.2722	1.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	0.4460	0.4460	4.3000e-004	0.0000	0.4567
Energy	1.9900e-003	0.0171	7.8800e-003	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003	0.0000	42.4152	42.4152	2.6200e-003	8.2000e-004	42.7264
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	4.6262	0.0000	4.6262	0.2734	0.0000	11.4611
Water						0.0000	0.0000		0.0000	0.0000	0.5739	7.7951	8.3690	0.0597	1.5500e-003	10.3240
Total	**0.1876**	**0.0203**	**0.2801**	**1.2000e-004**	**0.0000**	**2.8900e-003**	**2.8900e-003**	**0.0000**	**2.8900e-003**	**2.8900e-003**	**5.2001**	**50.6563**	**55.8563**	**0.3362**	**2.3700e-003**	**64.9682**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1856	3.1400e-003	0.2722	1.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	0.4460	0.4460	4.3000e-004	0.0000	0.4567
Energy	1.5000e-003	0.0129	5.8900e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	36.5370	36.5370	2.4300e-003	7.1000e-004	36.8107
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	4.6262	0.0000	4.6262	0.2734	0.0000	11.4611
Water						0.0000	0.0000		0.0000	0.0000	0.5739	7.7951	8.3690	0.0597	1.5500e-003	10.3240
Total	**0.1871**	**0.0160**	**0.2781**	**9.0000e-005**	**0.0000**	**2.5400e-003**	**2.5400e-003**	**0.0000**	**2.5400e-003**	**2.5400e-003**	**5.2001**	**44.7781**	**49.9781**	**0.3360**	**2.2600e-003**	**59.0525**

	ROG	NOx	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	**0.26**	**21.04**	**0.71**	**25.00**	**0.00**	**12.11**	**12.11**	**0.00**	**12.11**	**12.11**	**0.00**	**11.60**	**10.52**	**0.06**	**4.64**	**9.11**

3.0 Construction Detail

Construction Phase

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/11/2028	2/11/2028	5	24	
2	Grading	Grading	2/12/2028	3/16/2028	5	24	
3	Building Construction	Building Construction	3/17/2028	7/23/2030	5	613	
4	Paving	Paving	7/24/2030	10/10/2030	5	57	
5	Architectural Coating	Architectural Coating	10/11/2030	12/30/2030	5	57	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 60

Acres of Paving: 23.52

Residential Indoor: 20,250; Residential Outdoor: 6,750; Non-Residential Indoor: 9,113; Non-Residential Outdoor: 3,038; Striped Parking Area: 61,472 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	1	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
Site Preparation	7	18.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	24.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3400e-003	0.0641	0.1070	1.5000e-004		2.6000e-003	2.6000e-003		2.3900e-003	2.3900e-003	0.0000	13.1530	13.1530	4.2500e-003	0.0000	13.2593
Total	**6.3400e-003**	**0.0641**	**0.1070**	**1.5000e-004**	**0.0000**	**2.6000e-003**	**2.6000e-003**	**0.0000**	**2.3900e-003**	**2.3900e-003**	**0.0000**	**13.1530**	**13.1530**	**4.2500e-003**	**0.0000**	**13.2593**

3.2 Site Preparation - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.6200e-003	4.3000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4377	0.4377	2.0000e-005	0.0000	0.4383
Worker	5.9000e-004	3.8000e-004	3.8400e-003	1.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.2952	1.2952	2.0000e-005	0.0000	1.2958
Total	**6.3000e-004**	**2.0000e-003**	**4.2700e-003**	**1.0000e-005**	**2.1900e-003**	**1.0000e-005**	**2.2000e-003**	**5.8000e-004**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**1.7329**	**1.7329**	**4.0000e-005**	**0.0000**	**1.7341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3400e-003	0.0641	0.1070	1.5000e-004		2.6000e-003	2.6000e-003		2.3900e-003	2.3900e-003	0.0000	13.1530	13.1530	4.2500e-003	0.0000	13.2593
Total	**6.3400e-003**	**0.0641**	**0.1070**	**1.5000e-004**	**0.0000**	**2.6000e-003**	**2.6000e-003**	**0.0000**	**2.3900e-003**	**2.3900e-003**	**0.0000**	**13.1530**	**13.1530**	**4.2500e-003**	**0.0000**	**13.2593**

3.2 Site Preparation - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.6200e-003	4.3000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4377	0.4377	2.0000e-005	0.0000	0.4383
Worker	5.9000e-004	3.8000e-004	3.8400e-003	1.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.2952	1.2952	2.0000e-005	0.0000	1.2958
Total	**6.3000e-004**	**2.0000e-003**	**4.2700e-003**	**1.0000e-005**	**2.1900e-003**	**1.0000e-005**	**2.2000e-003**	**5.8000e-004**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**1.7329**	**1.7329**	**4.0000e-005**	**0.0000**	**1.7341**

3.3 Grading - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0318	0.0000	0.0318	3.4400e-003	0.0000	3.4400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0109	0.1028	0.1509	2.8000e-004		4.0700e-003	4.0700e-003		3.7500e-003	3.7500e-003	0.0000	24.4399	24.4399	7.9000e-003	0.0000	24.6375
Total	**0.0109**	**0.1028**	**0.1509**	**2.8000e-004**	**0.0318**	**4.0700e-003**	**0.0359**	**3.4400e-003**	**3.7500e-003**	**7.1900e-003**	**0.0000**	**24.4399**	**24.4399**	**7.9000e-003**	**0.0000**	**24.6375**

3.3 Grading - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.6200e-003	4.3000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4377	0.4377	2.0000e-005	0.0000	0.4383
Worker	6.5000e-004	4.3000e-004	4.2600e-003	2.0000e-005	2.3100e-003	1.0000e-005	2.3200e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.4391	1.4391	3.0000e-005	0.0000	1.4398
Total	**6.9000e-004**	**2.0500e-003**	**4.6900e-003**	**2.0000e-005**	**2.4200e-003**	**1.0000e-005**	**2.4300e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8768**	**1.8768**	**5.0000e-005**	**0.0000**	**1.8781**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0143	0.0000	0.0143	1.5500e-003	0.0000	1.5500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0109	0.1028	0.1509	2.8000e-004		4.0700e-003	4.0700e-003		3.7500e-003	3.7500e-003	0.0000	24.4398	24.4398	7.9000e-003	0.0000	24.6374
Total	**0.0109**	**0.1028**	**0.1509**	**2.8000e-004**	**0.0143**	**4.0700e-003**	**0.0184**	**1.5500e-003**	**3.7500e-003**	**5.3000e-003**	**0.0000**	**24.4398**	**24.4398**	**7.9000e-003**	**0.0000**	**24.6374**

3.3 Grading - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.6200e-003	4.3000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4377	0.4377	2.0000e-005	0.0000	0.4383
Worker	6.5000e-004	4.3000e-004	4.2600e-003	2.0000e-005	2.3100e-003	1.0000e-005	2.3200e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.4391	1.4391	3.0000e-005	0.0000	1.4398
Total	**6.9000e-004**	**2.0500e-003**	**4.6900e-003**	**2.0000e-005**	**2.4200e-003**	**1.0000e-005**	**2.4300e-003**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.8768**	**1.8768**	**5.0000e-005**	**0.0000**	**1.8781**

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1408	1.2844	1.6567	2.7800e-003		0.0543	0.0543		0.0511	0.0511	0.0000	238.8770	238.8770	0.0562	0.0000	240.2809
Total	**0.1408**	**1.2844**	**1.6567**	**2.7800e-003**		**0.0543**	**0.0543**		**0.0511**	**0.0511**	**0.0000**	**238.8770**	**238.8770**	**0.0562**	**0.0000**	**240.2809**

3.4 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1672	0.0442	4.6000e-004	0.0112	1.9000e-004	0.0114	3.2500e-003	1.8000e-004	3.4300e-003	0.0000	45.0837	45.0837	2.4900e-003	0.0000	45.1460
Worker	7.5700e-003	4.9300e-003	0.0494	1.8000e-004	0.0268	1.3000e-004	0.0269	7.1100e-003	1.2000e-004	7.2400e-003	0.0000	16.6756	16.6756	3.2000e-004	0.0000	16.6835
Total	**0.0118**	**0.1721**	**0.0936**	**6.4000e-004**	**0.0380**	**3.2000e-004**	**0.0383**	**0.0104**	**3.0000e-004**	**0.0107**	**0.0000**	**61.7593**	**61.7593**	**2.8100e-003**	**0.0000**	**61.8295**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1408	1.2844	1.6567	2.7800e-003		0.0543	0.0543		0.0511	0.0511	0.0000	238.8768	238.8768	0.0562	0.0000	240.2806
Total	**0.1408**	**1.2844**	**1.6567**	**2.7800e-003**		**0.0543**	**0.0543**		**0.0511**	**0.0511**	**0.0000**	**238.8768**	**238.8768**	**0.0562**	**0.0000**	**240.2806**

3.4 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1672	0.0442	4.6000e-004	0.0112	1.9000e-004	0.0114	3.2500e-003	1.8000e-004	3.4300e-003	0.0000	45.0837	45.0837	2.4900e-003	0.0000	45.1460
Worker	7.5700e-003	4.9300e-003	0.0494	1.8000e-004	0.0268	1.3000e-004	0.0269	7.1100e-003	1.2000e-004	7.2400e-003	0.0000	16.6756	16.6756	3.2000e-004	0.0000	16.6835
Total	**0.0118**	**0.1721**	**0.0936**	**6.4000e-004**	**0.0380**	**3.2000e-004**	**0.0383**	**0.0104**	**3.0000e-004**	**0.0107**	**0.0000**	**61.7593**	**61.7593**	**2.8100e-003**	**0.0000**	**61.8295**

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.4 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2400e-003	0.2085	0.0543	5.8000e-004	0.0143	2.3000e-004	0.0145	4.1200e-003	2.2000e-004	4.3300e-003	0.0000	56.9023	56.9023	3.1600e-003	0.0000	56.9813
Worker	8.9600e-003	5.6900e-003	0.0583	2.3000e-004	0.0339	1.5000e-004	0.0341	9.0100e-003	1.4000e-004	9.1600e-003	0.0000	20.5164	20.5164	3.6000e-004	0.0000	20.5254
Total	**0.0142**	**0.2142**	**0.1126**	**8.1000e-004**	**0.0482**	**3.8000e-004**	**0.0485**	**0.0131**	**3.6000e-004**	**0.0135**	**0.0000**	**77.4186**	**77.4186**	**3.5200e-003**	**0.0000**	**77.5066**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.4 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2400e-003	0.2085	0.0543	5.8000e-004	0.0143	2.3000e-004	0.0145	4.1200e-003	2.2000e-004	4.3300e-003	0.0000	56.9023	56.9023	3.1600e-003	0.0000	56.9813
Worker	8.9600e-003	5.6900e-003	0.0583	2.3000e-004	0.0339	1.5000e-004	0.0341	9.0100e-003	1.4000e-004	9.1600e-003	0.0000	20.5164	20.5164	3.6000e-004	0.0000	20.5254
Total	**0.0142**	**0.2142**	**0.1126**	**8.1000e-004**	**0.0482**	**3.8000e-004**	**0.0485**	**0.0131**	**3.6000e-004**	**0.0135**	**0.0000**	**77.4186**	**77.4186**	**3.5200e-003**	**0.0000**	**77.5066**

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0956	0.5792	1.1795	2.2600e-003		0.0108	0.0108		0.0108	0.0108	0.0000	191.8885	191.8885	7.7000e-003	0.0000	192.0810
Total	**0.0956**	**0.5792**	**1.1795**	**2.2600e-003**		**0.0108**	**0.0108**		**0.0108**	**0.0108**	**0.0000**	**191.8885**	**191.8885**	**7.7000e-003**	**0.0000**	**192.0810**

3.4 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8600e-003	0.1151	0.0297	3.3000e-004	7.9700e-003	1.2000e-004	8.0900e-003	2.3000e-003	1.2000e-004	2.4200e-003	0.0000	31.7337	31.7337	1.7700e-003	0.0000	31.7779
Worker	4.6600e-003	2.9000e-003	0.0304	1.2000e-004	0.0190	8.0000e-005	0.0191	5.0400e-003	7.0000e-005	5.1200e-003	0.0000	11.1753	11.1753	1.8000e-004	0.0000	11.1799
Total	**7.5200e-003**	**0.1180**	**0.0601**	**4.5000e-004**	**0.0270**	**2.0000e-004**	**0.0271**	**7.3400e-003**	**1.9000e-004**	**7.5400e-003**	**0.0000**	**42.9090**	**42.9090**	**1.9500e-003**	**0.0000**	**42.9578**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0956	0.5792	1.1795	2.2600e-003		0.0108	0.0108		0.0108	0.0108	0.0000	191.8883	191.8883	7.7000e-003	0.0000	192.0808
Total	**0.0956**	**0.5792**	**1.1795**	**2.2600e-003**		**0.0108**	**0.0108**		**0.0108**	**0.0108**	**0.0000**	**191.8883**	**191.8883**	**7.7000e-003**	**0.0000**	**192.0808**

3.4 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8600e-003	0.1151	0.0297	3.3000e-004	7.9700e-003	1.2000e-004	8.0900e-003	2.3000e-003	1.2000e-004	2.4200e-003	0.0000	31.7337	31.7337	1.7700e-003	0.0000	31.7779
Worker	4.6600e-003	2.9000e-003	0.0304	1.2000e-004	0.0190	8.0000e-005	0.0191	5.0400e-003	7.0000e-005	5.1200e-003	0.0000	11.1753	11.1753	1.8000e-004	0.0000	11.1799
Total	**7.5200e-003**	**0.1180**	**0.0601**	**4.5000e-004**	**0.0270**	**2.0000e-004**	**0.0271**	**7.3400e-003**	**1.9000e-004**	**7.5400e-003**	**0.0000**	**42.9090**	**42.9090**	**1.9500e-003**	**0.0000**	**42.9578**

3.5 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0395	0.2029	0.4517	8.0000e-004		9.4200e-003	9.4200e-003		9.4200e-003	9.4200e-003	0.0000	68.6836	68.6836	3.2200e-003	0.0000	68.7641
Paving	0.0308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0703**	**0.2029**	**0.4517**	**8.0000e-004**		**9.4200e-003**	**9.4200e-003**		**9.4200e-003**	**9.4200e-003**	**0.0000**	**68.6836**	**68.6836**	**3.2200e-003**	**0.0000**	**68.7641**

3.5 Paving - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.0100e-003	6.3000e-004	6.6000e-003	3.0000e-005	4.1200e-003	2.0000e-005	4.1300e-003	1.0900e-003	2.0000e-005	1.1100e-003	0.0000	2.4239	2.4239	4.0000e-005	0.0000	2.4249
Total	**1.0100e-003**	**6.3000e-004**	**6.6000e-003**	**3.0000e-005**	**4.1200e-003**	**2.0000e-005**	**4.1300e-003**	**1.0900e-003**	**2.0000e-005**	**1.1100e-003**	**0.0000**	**2.4239**	**2.4239**	**4.0000e-005**	**0.0000**	**2.4249**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0395	0.2029	0.4517	8.0000e-004		9.4200e-003	9.4200e-003		9.4200e-003	9.4200e-003	0.0000	68.6835	68.6835	3.2200e-003	0.0000	68.7640
Paving	0.0308					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0703**	**0.2029**	**0.4517**	**8.0000e-004**		**9.4200e-003**	**9.4200e-003**		**9.4200e-003**	**9.4200e-003**	**0.0000**	**68.6835**	**68.6835**	**3.2200e-003**	**0.0000**	**68.7640**

3.5 Paving - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.0100e-003	6.3000e-004	6.6000e-003	3.0000e-005	4.1200e-003	2.0000e-005	4.1300e-003	1.0900e-003	2.0000e-005	1.1100e-003	0.0000	2.4239	2.4239	4.0000e-005	0.0000	2.4249
Total	**1.0100e-003**	**6.3000e-004**	**6.6000e-003**	**3.0000e-005**	**4.1200e-003**	**2.0000e-005**	**4.1300e-003**	**1.0900e-003**	**2.0000e-005**	**1.1100e-003**	**0.0000**	**2.4239**	**2.4239**	**4.0000e-005**	**0.0000**	**2.4249**

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4405					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7300e-003	0.0244	0.0512	8.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	7.2768	7.2768	2.9000e-004	0.0000	7.2841
Total	**0.4443**	**0.0244**	**0.0512**	**8.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**	**0.0000**	**7.2768**	**7.2768**	**2.9000e-004**	**0.0000**	**7.2841**

3.6 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.4000e-004	2.1000e-004	2.2000e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	0.8080	0.8080	1.0000e-005	0.0000	0.8083
Total	**3.4000e-004**	**2.1000e-004**	**2.2000e-003**	**1.0000e-005**	**1.3700e-003**	**1.0000e-005**	**1.3800e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**0.8080**	**0.8080**	**1.0000e-005**	**0.0000**	**0.8083**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4405					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7300e-003	0.0244	0.0512	8.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004	0.0000	7.2768	7.2768	2.9000e-004	0.0000	7.2841
Total	**0.4443**	**0.0244**	**0.0512**	**8.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**	**0.0000**	**7.2768**	**7.2768**	**2.9000e-004**	**0.0000**	**7.2841**

3.6 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.4000e-004	2.1000e-004	2.2000e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	0.8080	0.8080	1.0000e-005	0.0000	0.8083
Total	**3.4000e-004**	**2.1000e-004**	**2.2000e-003**	**1.0000e-005**	**1.3700e-003**	**1.0000e-005**	**1.3800e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**0.8080**	**0.8080**	**1.0000e-005**	**0.0000**	**0.8083**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Mobile Home Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	13.00	5.00	5.00	33.00	48.00	19.00	66	28	6
Convenience Market (24 Hour)	13.00	5.00	5.00	0.90	80.10	19.00	24	15	61
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Mobile Home Park	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
User Defined Recreational	13.00	5.00	5.00	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
City Park	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Convenience Market (24 Hour)	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
General Office Building	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Mobile Home Park	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Other Asphalt Surfaces	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
User Defined Recreational	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7266	21.7266	2.1400e-003	4.4000e-004	21.9123
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.7024	22.7024	2.2400e-003	4.6000e-004	22.8964
NaturalGas Mitigated	1.5000e-003	0.0129	5.8900e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.8104	14.8104	2.8000e-004	2.7000e-004	14.8984
NaturalGas Unmitigated	1.9900e-003	0.0171	7.8800e-003	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003	0.0000	19.7128	19.7128	3.8000e-004	3.6000e-004	19.8300

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					
City Park	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
Convenience Market (24 Hour)	9065.25	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4838	0.4838	1.0000e-005	1.0000e-005	0.4866
General Office Building	20462.5	1.1000e-004	1.0000e-003	8.4000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.0920	1.0920	2.0000e-005	2.0000e-005	1.0985
Mobile Home Park	339877	1.8300e-003	0.0157	6.6600e-003	1.0000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	18.1371	18.1371	3.5000e-004	3.3000e-004	18.2449
Other 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
User Defined Recreational	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		**1.9900e-003**	**0.0171**	**7.8700e-003**	**1.1000e-004**		**1.3800e-003**	**1.3800e-003**		**1.3800e-003**	**1.3800e-003**	**0.0000**	**19.7128**	**19.7128**	**3.8000e-004**	**3.6000e-004**	**19.8300**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	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
Convenience Market (24 Hour)	6345.68	3.0000e-005	3.1000e-004	2.6000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3386	0.3386	1.0000e-005	1.0000e-005	0.3406
General Office Building	14346.2	8.0000e-005	7.0000e-004	5.9000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7656	0.7656	1.0000e-005	1.0000e-005	0.7701
Mobile Home Park	256844	1.3800e-003	0.0118	5.0400e-003	8.0000e-005		9.6000e-004	9.6000e-004		9.6000e-004	9.6000e-004	0.0000	13.7062	13.7062	2.6000e-004	2.5000e-004	13.7876
Other 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
User Defined Recreational	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		**1.4900e-003**	**0.0128**	**5.8900e-003**	**8.0000e-005**		**1.0300e-003**	**1.0300e-003**		**1.0300e-003**	**1.0300e-003**	**0.0000**	**14.8104**	**14.8104**	**2.8000e-004**	**2.7000e-004**	**14.8984**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Convenience Market (24 Hour)	40889.3	5.4528	5.4000e-004	1.1000e-004	5.4994
General Office Building	22287.5	2.9722	2.9000e-004	6.0000e-005	2.9976
Mobile Home Park	107062	14.2774	1.4100e-003	2.9000e-004	14.3994
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**22.7024**	**2.2400e-003**	**4.6000e-004**	**22.8964**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Convenience Market (24 Hour)	37722.2	5.0305	5.0000e-004	1.0000e-004	5.0735
General Office Building	19996.3	2.6666	2.6000e-004	5.0000e-005	2.6894
Mobile Home Park	105203	14.0295	1.3800e-003	2.9000e-004	14.1494
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**21.7266**	**2.1400e-003**	**4.4000e-004**	**21.9123**

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	0.1856	3.1400e-003	0.2722	1.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	0.4460	0.4460	4.3000e-004	0.0000	0.4567
Unmitigated	0.1856	3.1400e-003	0.2722	1.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	0.4460	0.4460	4.3000e-004	0.0000	0.4567

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	0.0441					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1334					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.1800e-003	3.1400e-003	0.2722	1.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	0.4460	0.4460	4.3000e-004	0.0000	0.4567
Total	**0.1856**	**3.1400e-003**	**0.2722**	**1.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**0.4460**	**0.4460**	**4.3000e-004**	**0.0000**	**0.4567**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0441					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1334					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.1800e-003	3.1400e-003	0.2722	1.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	0.4460	0.4460	4.3000e-004	0.0000	0.4567
Total	**0.1856**	**3.1400e-003**	**0.2722**	**1.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**0.4460**	**0.4460**	**4.3000e-004**	**0.0000**	**0.4567**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.3690	0.0597	1.5500e-003	10.3240
Unmitigated	8.3690	0.0597	1.5500e-003	10.3240

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 12.7727	5.9616	5.9000e-004	1.2000e-004	6.0126
Convenience Market (24 Hour)	0.283698 / 0.173879	0.3759	9.2700e-003	2.2000e-004	0.6745
General Office Building	0.222167 / 0.136167	0.2944	7.2600e-003	1.8000e-004	0.5282
Mobile Home Park	1.30308 / 0.821507	1.7371	0.0426	1.0300e-003	3.1087
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**8.3690**	**0.0597**	**1.5500e-003**	**10.3240**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 12.7727	5.9616	5.9000e-004	1.2000e-004	6.0126
Convenience Market (24 Hour)	0.283698 / 0.173879	0.3759	9.2700e-003	2.2000e-004	0.6745
General Office Building	0.222167 / 0.136167	0.2944	7.2600e-003	1.8000e-004	0.5282
Mobile Home Park	1.30308 / 0.821507	1.7371	0.0426	1.0300e-003	3.1087
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**8.3690**	**0.0597**	**1.5500e-003**	**10.3240**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.6262	0.2734	0.0000	11.4611
Unmitigated	4.6262	0.2734	0.0000	11.4611

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.92	0.1868	0.0110	0.0000	0.4627
Convenience Market (24 Hour)	11.51	2.3364	0.1381	0.0000	5.7884
General Office Building	1.16	0.2355	0.0139	0.0000	0.5834
Mobile Home Park	9.2	1.8675	0.1104	0.0000	4.6267
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**4.6262**	**0.2734**	**0.0000**	**11.4611**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.92	0.1868	0.0110	0.0000	0.4627
Convenience Market (24 Hour)	11.51	2.3364	0.1381	0.0000	5.7884
General Office Building	1.16	0.2355	0.0139	0.0000	0.5834
Mobile Home Park	9.2	1.8675	0.1104	0.0000	4.6267
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**4.6262**	**0.2734**	**0.0000**	**11.4611**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.25	1000sqft	0.03	1,250.00	0
Other Asphalt Surfaces	23.52	Acre	23.52	1,024,531.20	0
City Park	10.72	Acre	10.72	466,963.20	0
User Defined Recreational	0.02	User Defined Unit	0.02	1,000.00	0
Mobile Home Park	20.00	Dwelling Unit	0.23	10,000.00	57
Convenience Market (24 Hour)	3.83	1000sqft	0.09	3,825.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2031
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Summer

Project Characteristics - CO2 Utility Intensity Factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Estimated additional hardscape and trail/camping areas under Oso Flaco Future - vegetation buffers and related actions captured under Oso Flaco (Initial) for entire site.

Construction Phase - No demolition and minimal grading. Adjusted other phase durations proportionally to defaults to account for appx 3-year construction duration.

Off-road Equipment - Site is relatively flat and was prior cropland - reduced default equipment as site prep limited to light equipment, hand crews, and a few trucks.

Off-road Equipment - Site is relatively flat and was prior cropland - reduced default equipment as there would be limited grading and limited to light equipment, hand crews, and a few trucks.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Trips and VMT - Added vendor trips to Site Prep and Grading to account for water trucks. Reduced Building Const and Arch Coating worker trips to align with the amount of equipment. Reduced building vendor trips.

Vehicle Trips - No net change in staff or visitor trips.

Energy Use -

Construction Off-road Equipment Mitigation - Water at least twice daily.

Energy Mitigation - Exceed default 2016 Title 24 to represent most recent Title 24 effective Jan 1, 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	55.00	57.00
tblConstructionPhase	NumDays	740.00	613.00
tblConstructionPhase	NumDays	75.00	24.00
tblConstructionPhase	NumDays	55.00	57.00
tblConstructionPhase	NumDays	30.00	24.00
tblConstructionPhase	PhaseEndDate	11/7/2031	12/30/2030
tblConstructionPhase	PhaseEndDate	6/6/2031	7/23/2030

tblConstructionPhase	PhaseEndDate	8/4/2028	3/16/2028
tblConstructionPhase	PhaseEndDate	8/22/2031	10/10/2030
tblConstructionPhase	PhaseEndDate	4/21/2028	2/11/2028
tblConstructionPhase	PhaseStartDate	8/23/2031	10/11/2030
tblConstructionPhase	PhaseStartDate	8/5/2028	3/17/2028
tblConstructionPhase	PhaseStartDate	4/22/2028	2/12/2028
tblConstructionPhase	PhaseStartDate	6/7/2031	7/24/2030
tblConstructionPhase	PhaseStartDate	3/11/2028	1/11/2028
tblGrading	AcresOfGrading	12.00	60.00
tblLandUse	LandUseSquareFeet	24,000.00	10,000.00
tblLandUse	LandUseSquareFeet	0.00	1,000.00
tblLandUse	LotAcreage	2.52	0.23
tblLandUse	LotAcreage	0.00	0.02
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	248.00	24.00
tblTripsAndVMT	WorkerTripNumber	643.00	27.00
tblTripsAndVMT	WorkerTripNumber	129.00	5.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	5.00	0.00
tblVehicleTrips	SU_TR	16.74	0.00

tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	4.36	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	4.99	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2028	1.4790	14.1310	16.9879	0.0334	2.8583	0.5307	3.1986	0.3414	0.4992	0.6545	0.0000	3,231.2300	3,231.2300	0.7309	0.0000	3,246.9888
2029	1.4730	14.1022	16.9421	0.0333	0.3785	0.5305	0.9089	0.1029	0.4990	0.6019	0.0000	3,223.9895	3,223.9895	0.6301	0.0000	3,239.7406
2030	15.5992	9.5429	16.9750	0.0372	0.3785	0.3312	0.5294	0.1029	0.3312	0.3705	0.0000	3,558.8596	3,558.8596	0.1451	0.0000	3,562.4864
Maximum	**15.5992**	**14.1310**	**16.9879**	**0.0372**	**2.8583**	**0.5307**	**3.1986**	**0.3414**	**0.4992**	**0.6545**	**0.0000**	**3,558.8596**	**3,558.8596**	**0.7309**	**0.0000**	**3,562.4864**

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					
2028	1.4790	14.1310	16.9879	0.0334	1.4001	0.5307	1.7404	0.1839	0.4992	0.6021	0.0000	3,231.2300	3,231.2300	0.7309	0.0000	3,246.9888
2029	1.4730	14.1022	16.9421	0.0333	0.3785	0.5305	0.9089	0.1029	0.4990	0.6019	0.0000	3,223.9895	3,223.9895	0.6301	0.0000	3,239.7406
2030	15.5992	9.5429	16.9750	0.0372	0.3785	0.3312	0.5294	0.1029	0.3312	0.3705	0.0000	3,558.8596	3,558.8596	0.1451	0.0000	3,562.4864
Maximum	**15.5992**	**14.1310**	**16.9879**	**0.0372**	**1.4001**	**0.5307**	**1.7404**	**0.1839**	**0.4992**	**0.6021**	**0.0000**	**3,558.8596**	**3,558.8596**	**0.7309**	**0.0000**	**3,562.4864**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	40.33	0.00	31.45	28.77	0.00	3.22	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	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510
Energy	0.0109	0.0937	0.0432	6.0000e-004		7.5400e-003	7.5400e-003		7.5400e-003	7.5400e-003		119.0667	119.0667	2.2800e-003	2.1800e-003	119.7743
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0328**	**0.1128**	**1.6928**	**6.9000e-004**	**0.0000**	**0.0167**	**0.0167**	**0.0000**	**0.0167**	**0.0167**	**0.0000**	**122.0464**	**122.0464**	**5.1300e-003**	**2.1800e-003**	**122.8253**

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	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510
Energy	8.2000e-003	0.0704	0.0323	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.4555	89.4555	1.7100e-003	1.6400e-003	89.9871
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0301**	**0.0894**	**1.6819**	**5.4000e-004**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**92.4352**	**92.4352**	**4.5600e-003**	**1.6400e-003**	**93.0381**

	ROG	NOx	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	**0.26**	**20.69**	**0.65**	**21.74**	**0.00**	**11.20**	**11.20**	**0.00**	**11.20**	**11.20**	**0.00**	**24.26**	**24.26**	**11.11**	**24.77**	**24.25**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/11/2028	2/11/2028	5	24	
2	Grading	Grading	2/12/2028	3/16/2028	5	24	
3	Building Construction	Building Construction	3/17/2028	7/23/2030	5	613	
4	Paving	Paving	7/24/2030	10/10/2030	5	57	
5	Architectural Coating	Architectural Coating	10/11/2030	12/30/2030	5	57	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 60

Acres of Paving: 23.52

Residential Indoor: 20,250; Residential Outdoor: 6,750; Non-Residential Indoor: 9,113; Non-Residential Outdoor: 3,038; Striped Parking Area: 61,472 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	1	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
Site Preparation	7	18.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	24.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5285	5.3404	8.9187	0.0125		0.2164	0.2164		0.1991	0.1991		1,208.2234	1,208.2234	0.3908		1,217.9925
Total	**0.5285**	**5.3404**	**8.9187**	**0.0125**	**0.0000**	**0.2164**	**0.2164**	**0.0000**	**0.1991**	**0.1991**		**1,208.2234**	**1,208.2234**	**0.3908**		**1,217.9925**

3.2 Site Preparation - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.3600e-003	0.1349	0.0335	3.8000e-004	9.3000e-003	1.5000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8200e-003		40.7533	40.7533	2.1600e-003		40.8073
Worker	0.0475	0.0287	0.3340	1.2400e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		123.8104	123.8104	2.3400e-003		123.8689
Total	**0.0509**	**0.1636**	**0.3675**	**1.6200e-003**	**0.1873**	**1.0000e-003**	**0.1883**	**0.0499**	**9.3000e-004**	**0.0508**		**164.5638**	**164.5638**	**4.5000e-003**		**164.6762**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5285	5.3404	8.9187	0.0125		0.2164	0.2164		0.1991	0.1991	0.0000	1,208.2234	1,208.2234	0.3908		1,217.9925
Total	**0.5285**	**5.3404**	**8.9187**	**0.0125**	**0.0000**	**0.2164**	**0.2164**	**0.0000**	**0.1991**	**0.1991**	**0.0000**	**1,208.2234**	**1,208.2234**	**0.3908**		**1,217.9925**

3.2 Site Preparation - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.3600e-003	0.1349	0.0335	3.8000e-004	9.3000e-003	1.5000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8200e-003		40.7533	40.7533	2.1600e-003		40.8073
Worker	0.0475	0.0287	0.3340	1.2400e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		123.8104	123.8104	2.3400e-003		123.8689
Total	**0.0509**	**0.1636**	**0.3675**	**1.6200e-003**	**0.1873**	**1.0000e-003**	**0.1883**	**0.0499**	**9.3000e-004**	**0.0508**		**164.5638**	**164.5638**	**4.5000e-003**		**164.6762**

3.3 Grading - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6513	0.0000	2.6513	0.2863	0.0000	0.2863			0.0000			0.0000
Off-Road	0.9096	8.5702	12.5722	0.0232		0.3392	0.3392		0.3121	0.3121		2,245.0271	2,245.0271	0.7261		2,263.1793
Total	**0.9096**	**8.5702**	**12.5722**	**0.0232**	**2.6513**	**0.3392**	**2.9905**	**0.2863**	**0.3121**	**0.5984**		**2,245.0271**	**2,245.0271**	**0.7261**		**2,263.1793**

3.3 Grading - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.3600e-003	0.1349	0.0335	3.8000e-004	9.3000e-003	1.5000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8200e-003		40.7533	40.7533	2.1600e-003		40.8073
Worker	0.0528	0.0319	0.3711	1.3800e-003	0.1977	9.4000e-004	0.1987	0.0524	8.7000e-004	0.0533		137.5672	137.5672	2.6000e-003		137.6321
Total	**0.0562**	**0.1668**	**0.4046**	**1.7600e-003**	**0.2070**	**1.0900e-003**	**0.2081**	**0.0551**	**1.0200e-003**	**0.0561**		**178.3205**	**178.3205**	**4.7600e-003**		**178.4394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1931	0.0000	1.1931	0.1288	0.0000	0.1288			0.0000			0.0000
Off-Road	0.9096	8.5702	12.5722	0.0232		0.3392	0.3392		0.3121	0.3121	0.0000	2,245.0271	2,245.0271	0.7261		2,263.1793
Total	**0.9096**	**8.5702**	**12.5722**	**0.0232**	**1.1931**	**0.3392**	**1.5323**	**0.1288**	**0.3121**	**0.4409**	**0.0000**	**2,245.0271**	**2,245.0271**	**0.7261**		**2,263.1793**

3.3 Grading - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.3600e-003	0.1349	0.0335	3.8000e-004	9.3000e-003	1.5000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8200e-003		40.7533	40.7533	2.1600e-003		40.8073
Worker	0.0528	0.0319	0.3711	1.3800e-003	0.1977	9.4000e-004	0.1987	0.0524	8.7000e-004	0.0533		137.5672	137.5672	2.6000e-003		137.6321
Total	**0.0562**	**0.1668**	**0.4046**	**1.7600e-003**	**0.2070**	**1.0900e-003**	**0.2081**	**0.0551**	**1.0200e-003**	**0.0561**		**178.3205**	**178.3205**	**4.7600e-003**		**178.4394**

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0403	1.6183	0.4022	4.5600e-003	0.1116	1.8200e-003	0.1134	0.0321	1.7400e-003	0.0339		489.0399	489.0399	0.0259		489.6873
Worker	0.0713	0.0431	0.5010	1.8600e-003	0.2669	1.2700e-003	0.2682	0.0708	1.1700e-003	0.0720		185.7157	185.7157	3.5100e-003		185.8034
Total	**0.1116**	**1.6614**	**0.9032**	**6.4200e-003**	**0.3785**	**3.0900e-003**	**0.3816**	**0.1029**	**2.9100e-003**	**0.1058**		**674.7556**	**674.7556**	**0.0294**		**675.4907**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0403	1.6183	0.4022	4.5600e-003	0.1116	1.8200e-003	0.1134	0.0321	1.7400e-003	0.0339		489.0399	489.0399	0.0259		489.6873
Worker	0.0713	0.0431	0.5010	1.8600e-003	0.2669	1.2700e-003	0.2682	0.0708	1.1700e-003	0.0720		185.7157	185.7157	3.5100e-003		185.8034
Total	**0.1116**	**1.6614**	**0.9032**	**6.4200e-003**	**0.3785**	**3.0900e-003**	**0.3816**	**0.1029**	**2.9100e-003**	**0.1058**		**674.7556**	**674.7556**	**0.0294**		**675.4907**

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0391	1.5933	0.3907	4.5400e-003	0.1116	1.7100e-003	0.1133	0.0321	1.6400e-003	0.0338		487.1670	487.1670	0.0259		487.8150
Worker	0.0665	0.0392	0.4668	1.8100e-003	0.2669	1.1800e-003	0.2681	0.0708	1.0800e-003	0.0719		180.3481	180.3481	3.1800e-003		180.4276
Total	**0.1056**	**1.6325**	**0.8575**	**6.3500e-003**	**0.3785**	**2.8900e-003**	**0.3814**	**0.1029**	**2.7200e-003**	**0.1057**		**667.5151**	**667.5151**	**0.0291**		**668.2425**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0391	1.5933	0.3907	4.5400e-003	0.1116	1.7100e-003	0.1133	0.0321	1.6400e-003	0.0338		487.1670	487.1670	0.0259		487.8150
Worker	0.0665	0.0392	0.4668	1.8100e-003	0.2669	1.1800e-003	0.2681	0.0708	1.0800e-003	0.0719		180.3481	180.3481	3.1800e-003		180.4276
Total	**0.1056**	**1.6325**	**0.8575**	**6.3500e-003**	**0.3785**	**2.8900e-003**	**0.3814**	**0.1029**	**2.7200e-003**	**0.1057**		**667.5151**	**667.5151**	**0.0291**		**668.2425**

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

3.4 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0381	1.5725	0.3819	4.5200e-003	0.1116	1.6300e-003	0.1132	0.0322	1.5500e-003	0.0337		485.6902	485.6902	0.0259		486.3387
Worker	0.0618	0.0357	0.4362	1.7600e-003	0.2669	1.0900e-003	0.2680	0.0708	1.0000e-003	0.0718		175.6227	175.6227	2.8800e-003		175.6948
Total	**0.0999**	**1.6082**	**0.8181**	**6.2800e-003**	**0.3785**	**2.7200e-003**	**0.3812**	**0.1029**	**2.5500e-003**	**0.1055**		**661.3129**	**661.3129**	**0.0288**		**662.0335**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

3.4 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0381	1.5725	0.3819	4.5200e-003	0.1116	1.6300e-003	0.1132	0.0322	1.5500e-003	0.0337		485.6902	485.6902	0.0259		486.3387
Worker	0.0618	0.0357	0.4362	1.7600e-003	0.2669	1.0900e-003	0.2680	0.0708	1.0000e-003	0.0718		175.6227	175.6227	2.8800e-003		175.6948
Total	**0.0999**	**1.6082**	**0.8181**	**6.2800e-003**	**0.3785**	**2.7200e-003**	**0.3812**	**0.1029**	**2.5500e-003**	**0.1055**		**661.3129**	**661.3129**	**0.0288**		**662.0335**

3.5 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	1.0811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4656**	**7.1202**	**15.8495**	**0.0281**		**0.3306**	**0.3306**		**0.3306**	**0.3306**		**2,656.5168**	**2,656.5168**	**0.1245**		**2,659.6302**

3.5 Paving - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0344	0.0198	0.2423	9.8000e-004	0.1483	6.1000e-004	0.1489	0.0393	5.6000e-004	0.0399		97.5682	97.5682	1.6000e-003		97.6082
Total	**0.0344**	**0.0198**	**0.2423**	**9.8000e-004**	**0.1483**	**6.1000e-004**	**0.1489**	**0.0393**	**5.6000e-004**	**0.0399**		**97.5682**	**97.5682**	**1.6000e-003**		**97.6082**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	1.0811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4656**	**7.1202**	**15.8495**	**0.0281**		**0.3306**	**0.3306**		**0.3306**	**0.3306**	**0.0000**	**2,656.5168**	**2,656.5168**	**0.1245**		**2,659.6302**

3.5 Paving - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0344	0.0198	0.2423	9.8000e-004	0.1483	6.1000e-004	0.1489	0.0393	5.6000e-004	0.0399		97.5682	97.5682	1.6000e-003		97.6082
Total	**0.0344**	**0.0198**	**0.2423**	**9.8000e-004**	**0.1483**	**6.1000e-004**	**0.1489**	**0.0393**	**5.6000e-004**	**0.0399**		**97.5682**	**97.5682**	**1.6000e-003**		**97.6082**

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	15.4570					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	**15.5877**	**0.8563**	**1.7977**	**2.9700e-003**		**0.0203**	**0.0203**		**0.0203**	**0.0203**		**281.4481**	**281.4481**	**0.0114**		**281.7328**

3.6 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0115	6.6100e-003	0.0808	3.3000e-004	0.0494	2.0000e-004	0.0496	0.0131	1.9000e-004	0.0133		32.5227	32.5227	5.3000e-004		32.5361
Total	**0.0115**	**6.6100e-003**	**0.0808**	**3.3000e-004**	**0.0494**	**2.0000e-004**	**0.0496**	**0.0131**	**1.9000e-004**	**0.0133**		**32.5227**	**32.5227**	**5.3000e-004**		**32.5361**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	15.4570					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	**15.5877**	**0.8563**	**1.7977**	**2.9700e-003**		**0.0203**	**0.0203**		**0.0203**	**0.0203**	**0.0000**	**281.4481**	**281.4481**	**0.0114**		**281.7328**

3.6 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0115	6.6100e-003	0.0808	3.3000e-004	0.0494	2.0000e-004	0.0496	0.0131	1.9000e-004	0.0133		32.5227	32.5227	5.3000e-004		32.5361
Total	**0.0115**	**6.6100e-003**	**0.0808**	**3.3000e-004**	**0.0494**	**2.0000e-004**	**0.0496**	**0.0131**	**1.9000e-004**	**0.0133**		**32.5227**	**32.5227**	**5.3000e-004**		**32.5361**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Mobile Home Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	13.00	5.00	5.00	33.00	48.00	19.00	66	28	6
Convenience Market (24 Hour)	13.00	5.00	5.00	0.90	80.10	19.00	24	15	61
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Mobile Home Park	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
User Defined Recreational	13.00	5.00	5.00	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
City Park	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Convenience Market (24 Hour)	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
General Office Building	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Mobile Home Park	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Other Asphalt Surfaces	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
User Defined Recreational	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.2000e-003	0.0704	0.0323	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.4555	89.4555	1.7100e-003	1.6400e-003	89.9871
NaturalGas Unmitigated	0.0109	0.0937	0.0432	6.0000e-004		7.5400e-003	7.5400e-003		7.5400e-003	7.5400e-003		119.0667	119.0667	2.2800e-003	2.1800e-003	119.7743

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					
City Park	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
Convenience Market (24 Hour)	24.8363	2.7000e-004	2.4300e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9219	2.9219	6.0000e-005	5.0000e-005	2.9393
General Office Building	56.0616	6.0000e-004	5.5000e-003	4.6200e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004		6.5955	6.5955	1.3000e-004	1.2000e-004	6.6347
Mobile Home Park	931.169	0.0100	0.0858	0.0365	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003		109.5493	109.5493	2.1000e-003	2.0100e-003	110.2003
Other 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
User Defined Recreational	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		**0.0109**	**0.0937**	**0.0432**	**5.9000e-004**		**7.5500e-003**	**7.5500e-003**		**7.5500e-003**	**7.5500e-003**		**119.0667**	**119.0667**	**2.2900e-003**	**2.1800e-003**	**119.7743**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	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
Convenience Market (24 Hour)	0.0173854	1.9000e-004	1.7000e-003	1.4300e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0453	2.0453	4.0000e-005	4.0000e-005	2.0575
General Office Building	0.0393048	4.2000e-004	3.8500e-003	3.2400e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		4.6241	4.6241	9.0000e-005	8.0000e-005	4.6516
Mobile Home Park	0.703682	7.5900e-003	0.0649	0.0276	4.1000e-004		5.2400e-003	5.2400e-003		5.2400e-003	5.2400e-003		82.7861	82.7861	1.5900e-003	1.5200e-003	83.2780
Other 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
User Defined Recreational	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		**8.2000e-003**	**0.0704**	**0.0323**	**4.4000e-004**		**5.6600e-003**	**5.6600e-003**		**5.6600e-003**	**5.6600e-003**		**89.4555**	**89.4555**	**1.7200e-003**	**1.6400e-003**	**89.9871**

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	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510
Unmitigated	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510

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	0.2414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0496	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003		2.9797	2.9797	2.8500e-003		3.0510
Total	**1.0219**	**0.0190**	**1.6497**	**9.0000e-005**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**2.9797**	**2.9797**	**2.8500e-003**	**0.0000**	**3.0510**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0496	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003		2.9797	2.9797	2.8500e-003		3.0510
Total	**1.0219**	**0.0190**	**1.6497**	**9.0000e-005**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**2.9797**	**2.9797**	**2.8500e-003**	**0.0000**	**3.0510**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.25	1000sqft	0.03	1,250.00	0
Other Asphalt Surfaces	23.52	Acre	23.52	1,024,531.20	0
City Park	10.72	Acre	10.72	466,963.20	0
User Defined Recreational	0.02	User Defined Unit	0.02	1,000.00	0
Mobile Home Park	20.00	Dwelling Unit	0.23	10,000.00	57
Convenience Market (24 Hour)	3.83	1000sqft	0.09	3,825.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2031
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Winter

Project Characteristics - CO2 Utility Intensity Factor based on PG&E 2018 Corporate Responsibility and Sustainability Report.

Land Use - Estimated additional hardscape and trail/camping areas under Oso Flaco Future - vegetation buffers and related actions captured under Oso Flaco (Initial) for entire site.

Construction Phase - No demolition and minimal grading. Adjusted other phase durations proportionally to defaults to account for appx 3-year construction duration.

Off-road Equipment - Site is relatively flat and was prior cropland - reduced default equipment as site prep limited to light equipment, hand crews, and a few trucks.

Off-road Equipment - Site is relatively flat and was prior cropland - reduced default equipment as there would be limited grading and limited to light equipment, hand crews, and a few trucks.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Trips and VMT - Added vendor trips to Site Prep and Grading to account for water trucks. Reduced Building Const and Arch Coating worker trips to align with the amount of equipment. Reduced building vendor trips.

Vehicle Trips - No net change in staff or visitor trips.

Energy Use -

Construction Off-road Equipment Mitigation - Water at least twice daily.

Energy Mitigation - Exceed default 2016 Title 24 to represent most recent Title 24 effective Jan 1, 2020.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	55.00	57.00
tblConstructionPhase	NumDays	740.00	613.00
tblConstructionPhase	NumDays	75.00	24.00
tblConstructionPhase	NumDays	55.00	57.00
tblConstructionPhase	NumDays	30.00	24.00
tblConstructionPhase	PhaseEndDate	11/7/2031	12/30/2030
tblConstructionPhase	PhaseEndDate	6/6/2031	7/23/2030

tblConstructionPhase	PhaseEndDate	8/4/2028	3/16/2028
tblConstructionPhase	PhaseEndDate	8/22/2031	10/10/2030
tblConstructionPhase	PhaseEndDate	4/21/2028	2/11/2028
tblConstructionPhase	PhaseStartDate	8/23/2031	10/11/2030
tblConstructionPhase	PhaseStartDate	8/5/2028	3/17/2028
tblConstructionPhase	PhaseStartDate	4/22/2028	2/12/2028
tblConstructionPhase	PhaseStartDate	6/7/2031	7/24/2030
tblConstructionPhase	PhaseStartDate	3/11/2028	1/11/2028
tblGrading	AcresOfGrading	12.00	60.00
tblLandUse	LandUseSquareFeet	24,000.00	10,000.00
tblLandUse	LandUseSquareFeet	0.00	1,000.00
tblLandUse	LotAcreage	2.52	0.23
tblLandUse	LotAcreage	0.00	0.02
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	248.00	24.00
tblTripsAndVMT	WorkerTripNumber	643.00	27.00
tblTripsAndVMT	WorkerTripNumber	129.00	5.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	5.00	0.00
tblVehicleTrips	SU_TR	16.74	0.00

tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	4.36	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	4.99	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2028	1.4935	14.1223	17.0168	0.0331	2.8583	0.5307	3.1986	0.3414	0.4992	0.6545	0.0000	3,206.9517	3,206.9517	0.7309	0.0000	3,222.7486
2029	1.4867	14.0929	16.9704	0.0331	0.3785	0.5305	0.9090	0.1029	0.4990	0.6020	0.0000	3,200.0221	3,200.0221	0.6316	0.0000	3,215.8114
2030	15.6011	9.5331	17.0029	0.0370	0.3785	0.3312	0.5294	0.1029	0.3312	0.3705	0.0000	3,535.1417	3,535.1417	0.1466	0.0000	3,538.8067
Maximum	**15.6011**	**14.1223**	**17.0168**	**0.0370**	**2.8583**	**0.5307**	**3.1986**	**0.3414**	**0.4992**	**0.6545**	**0.0000**	**3,535.1417**	**3,535.1417**	**0.7309**	**0.0000**	**3,538.8067**

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					
2028	1.4935	14.1223	17.0168	0.0331	1.4001	0.5307	1.7404	0.1839	0.4992	0.6022	0.0000	3,206.9517	3,206.9517	0.7309	0.0000	3,222.7486
2029	1.4867	14.0929	16.9704	0.0331	0.3785	0.5305	0.9090	0.1029	0.4990	0.6020	0.0000	3,200.0221	3,200.0221	0.6316	0.0000	3,215.8114
2030	15.6011	9.5331	17.0029	0.0370	0.3785	0.3312	0.5294	0.1029	0.3312	0.3705	0.0000	3,535.1417	3,535.1417	0.1466	0.0000	3,538.8067
Maximum	**15.6011**	**14.1223**	**17.0168**	**0.0370**	**1.4001**	**0.5307**	**1.7404**	**0.1839**	**0.4992**	**0.6022**	**0.0000**	**3,535.1417**	**3,535.1417**	**0.7309**	**0.0000**	**3,538.8067**

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	40.33	0.00	31.45	28.77	0.00	3.22	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	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510
Energy	0.0109	0.0937	0.0432	6.0000e-004		7.5400e-003	7.5400e-003		7.5400e-003	7.5400e-003		119.0667	119.0667	2.2800e-003	2.1800e-003	119.7743
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0328**	**0.1128**	**1.6928**	**6.9000e-004**	**0.0000**	**0.0167**	**0.0167**	**0.0000**	**0.0167**	**0.0167**	**0.0000**	**122.0464**	**122.0464**	**5.1300e-003**	**2.1800e-003**	**122.8253**

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	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510
Energy	8.2000e-003	0.0704	0.0323	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.4555	89.4555	1.7100e-003	1.6400e-003	89.9871
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0301**	**0.0894**	**1.6819**	**5.4000e-004**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**92.4352**	**92.4352**	**4.5600e-003**	**1.6400e-003**	**93.0381**

	ROG	NOx	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	**0.26**	**20.69**	**0.65**	**21.74**	**0.00**	**11.20**	**11.20**	**0.00**	**11.20**	**11.20**	**0.00**	**24.26**	**24.26**	**11.11**	**24.77**	**24.25**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/11/2028	2/11/2028	5	24	
2	Grading	Grading	2/12/2028	3/16/2028	5	24	
3	Building Construction	Building Construction	3/17/2028	7/23/2030	5	613	
4	Paving	Paving	7/24/2030	10/10/2030	5	57	
5	Architectural Coating	Architectural Coating	10/11/2030	12/30/2030	5	57	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 60

Acres of Paving: 23.52

Residential Indoor: 20,250; Residential Outdoor: 6,750; Non-Residential Indoor: 9,113; Non-Residential Outdoor: 3,038; Striped Parking Area: 61,472 (Architectural Coating – sqft)

OffRoad Equipment

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
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
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	1	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
Site Preparation	7	18.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	2.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	24.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5285	5.3404	8.9187	0.0125		0.2164	0.2164		0.1991	0.1991		1,208.2234	1,208.2234	0.3908		1,217.9925
Total	**0.5285**	**5.3404**	**8.9187**	**0.0125**	**0.0000**	**0.2164**	**0.2164**	**0.0000**	**0.1991**	**0.1991**		**1,208.2234**	**1,208.2234**	**0.3908**		**1,217.9925**

3.2 Site Preparation - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.5800e-003	0.1337	0.0377	3.7000e-004	9.3000e-003	1.6000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8300e-003		39.4548	39.4548	2.3000e-003		39.5123
Worker	0.0554	0.0325	0.3197	1.1800e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		118.0130	118.0130	2.2300e-003		118.0687
Total	**0.0590**	**0.1662**	**0.3574**	**1.5500e-003**	**0.1873**	**1.0100e-003**	**0.1883**	**0.0499**	**9.3000e-004**	**0.0508**		**157.4678**	**157.4678**	**4.5300e-003**		**157.5810**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.5285	5.3404	8.9187	0.0125		0.2164	0.2164		0.1991	0.1991	0.0000	1,208.2234	1,208.2234	0.3908		1,217.9925
Total	**0.5285**	**5.3404**	**8.9187**	**0.0125**	**0.0000**	**0.2164**	**0.2164**	**0.0000**	**0.1991**	**0.1991**	**0.0000**	**1,208.2234**	**1,208.2234**	**0.3908**		**1,217.9925**

3.2 Site Preparation - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.5800e-003	0.1337	0.0377	3.7000e-004	9.3000e-003	1.6000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8300e-003		39.4548	39.4548	2.3000e-003		39.5123
Worker	0.0554	0.0325	0.3197	1.1800e-003	0.1780	8.5000e-004	0.1788	0.0472	7.8000e-004	0.0480		118.0130	118.0130	2.2300e-003		118.0687
Total	**0.0590**	**0.1662**	**0.3574**	**1.5500e-003**	**0.1873**	**1.0100e-003**	**0.1883**	**0.0499**	**9.3000e-004**	**0.0508**		**157.4678**	**157.4678**	**4.5300e-003**		**157.5810**

3.3 Grading - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6513	0.0000	2.6513	0.2863	0.0000	0.2863			0.0000			0.0000
Off-Road	0.9096	8.5702	12.5722	0.0232		0.3392	0.3392		0.3121	0.3121		2,245.0271	2,245.0271	0.7261		2,263.1793
Total	**0.9096**	**8.5702**	**12.5722**	**0.0232**	**2.6513**	**0.3392**	**2.9905**	**0.2863**	**0.3121**	**0.5984**		**2,245.0271**	**2,245.0271**	**0.7261**		**2,263.1793**

3.3 Grading - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.5800e-003	0.1337	0.0377	3.7000e-004	9.3000e-003	1.6000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8300e-003		39.4548	39.4548	2.3000e-003		39.5123
Worker	0.0616	0.0361	0.3552	1.3100e-003	0.1977	9.4000e-004	0.1987	0.0524	8.7000e-004	0.0533		131.1256	131.1256	2.4700e-003		131.1874
Total	**0.0651**	**0.1698**	**0.3929**	**1.6800e-003**	**0.2070**	**1.1000e-003**	**0.2081**	**0.0551**	**1.0200e-003**	**0.0561**		**170.5804**	**170.5804**	**4.7700e-003**		**170.6997**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1931	0.0000	1.1931	0.1288	0.0000	0.1288			0.0000			0.0000
Off-Road	0.9096	8.5702	12.5722	0.0232		0.3392	0.3392		0.3121	0.3121	0.0000	2,245.0271	2,245.0271	0.7261		2,263.1793
Total	**0.9096**	**8.5702**	**12.5722**	**0.0232**	**1.1931**	**0.3392**	**1.5323**	**0.1288**	**0.3121**	**0.4409**	**0.0000**	**2,245.0271**	**2,245.0271**	**0.7261**		**2,263.1793**

3.3 Grading - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.5800e-003	0.1337	0.0377	3.7000e-004	9.3000e-003	1.6000e-004	9.4500e-003	2.6800e-003	1.5000e-004	2.8300e-003		39.4548	39.4548	2.3000e-003		39.5123
Worker	0.0616	0.0361	0.3552	1.3100e-003	0.1977	9.4000e-004	0.1987	0.0524	8.7000e-004	0.0533		131.1256	131.1256	2.4700e-003		131.1874
Total	**0.0651**	**0.1698**	**0.3929**	**1.6800e-003**	**0.2070**	**1.1000e-003**	**0.2081**	**0.0551**	**1.0200e-003**	**0.0561**		**170.5804**	**170.5804**	**4.7700e-003**		**170.6997**

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0430	1.6038	0.4527	4.4100e-003	0.1116	1.9000e-003	0.1135	0.0321	1.8100e-003	0.0340		473.4578	473.4578	0.0276		474.1475
Worker	0.0831	0.0488	0.4795	1.7700e-003	0.2669	1.2700e-003	0.2682	0.0708	1.1700e-003	0.0720		177.0195	177.0195	3.3400e-003		177.1030
Total	**0.1261**	**1.6526**	**0.9321**	**6.1800e-003**	**0.3785**	**3.1700e-003**	**0.3816**	**0.1029**	**2.9800e-003**	**0.1059**		**650.4773**	**650.4773**	**0.0309**		**651.2505**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0430	1.6038	0.4527	4.4100e-003	0.1116	1.9000e-003	0.1135	0.0321	1.8100e-003	0.0340		473.4578	473.4578	0.0276		474.1475
Worker	0.0831	0.0488	0.4795	1.7700e-003	0.2669	1.2700e-003	0.2682	0.0708	1.1700e-003	0.0720		177.0195	177.0195	3.3400e-003		177.1030
Total	**0.1261**	**1.6526**	**0.9321**	**6.1800e-003**	**0.3785**	**3.1700e-003**	**0.3816**	**0.1029**	**2.9800e-003**	**0.1059**		**650.4773**	**650.4773**	**0.0309**		**651.2505**

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0416	1.5788	0.4397	4.3900e-003	0.1116	1.7700e-003	0.1133	0.0321	1.6900e-003	0.0338		471.6533	471.6533	0.0276		472.3434
Worker	0.0777	0.0444	0.4460	1.7200e-003	0.2669	1.1800e-003	0.2681	0.0708	1.0800e-003	0.0719		171.8944	171.8944	3.0200e-003		171.9700
Total	**0.1193**	**1.6232**	**0.8857**	**6.1100e-003**	**0.3785**	**2.9500e-003**	**0.3814**	**0.1029**	**2.7700e-003**	**0.1057**		**643.5477**	**643.5477**	**0.0306**		**644.3134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

3.4 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0416	1.5788	0.4397	4.3900e-003	0.1116	1.7700e-003	0.1133	0.0321	1.6900e-003	0.0338		471.6533	471.6533	0.0276		472.3434
Worker	0.0777	0.0444	0.4460	1.7200e-003	0.2669	1.1800e-003	0.2681	0.0708	1.0800e-003	0.0719		171.8944	171.8944	3.0200e-003		171.9700
Total	**0.1193**	**1.6232**	**0.8857**	**6.1100e-003**	**0.3785**	**2.9500e-003**	**0.3814**	**0.1029**	**2.7700e-003**	**0.1057**		**643.5477**	**643.5477**	**0.0306**		**644.3134**

3.4 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

3.4 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0405	1.5580	0.4299	4.3800e-003	0.1116	1.6800e-003	0.1133	0.0322	1.6100e-003	0.0338		470.2143	470.2143	0.0276		470.9048
Worker	0.0724	0.0405	0.4160	1.6800e-003	0.2669	1.0900e-003	0.2680	0.0708	1.0000e-003	0.0718		167.3806	167.3806	2.7400e-003		167.4491
Total	**0.1130**	**1.5985**	**0.8459**	**6.0600e-003**	**0.3785**	**2.7700e-003**	**0.3813**	**0.1029**	**2.6100e-003**	**0.1056**		**637.5949**	**637.5949**	**0.0304**		**638.3539**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

3.4 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0405	1.5580	0.4299	4.3800e-003	0.1116	1.6800e-003	0.1133	0.0322	1.6100e-003	0.0338		470.2143	470.2143	0.0276		470.9048
Worker	0.0724	0.0405	0.4160	1.6800e-003	0.2669	1.0900e-003	0.2680	0.0708	1.0000e-003	0.0718		167.3806	167.3806	2.7400e-003		167.4491
Total	**0.1130**	**1.5985**	**0.8459**	**6.0600e-003**	**0.3785**	**2.7700e-003**	**0.3813**	**0.1029**	**2.6100e-003**	**0.1056**		**637.5949**	**637.5949**	**0.0304**		**638.3539**

3.5 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	1.0811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4656**	**7.1202**	**15.8495**	**0.0281**		**0.3306**	**0.3306**		**0.3306**	**0.3306**		**2,656.5168**	**2,656.5168**	**0.1245**		**2,659.6302**

3.5 Paving - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0402	0.0225	0.2311	9.3000e-004	0.1483	6.1000e-004	0.1489	0.0393	5.6000e-004	0.0399		92.9892	92.9892	1.5200e-003		93.0273
Total	**0.0402**	**0.0225**	**0.2311**	**9.3000e-004**	**0.1483**	**6.1000e-004**	**0.1489**	**0.0393**	**5.6000e-004**	**0.0399**		**92.9892**	**92.9892**	**1.5200e-003**		**93.0273**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	1.0811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4656**	**7.1202**	**15.8495**	**0.0281**		**0.3306**	**0.3306**		**0.3306**	**0.3306**	**0.0000**	**2,656.5168**	**2,656.5168**	**0.1245**		**2,659.6302**

3.5 Paving - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0402	0.0225	0.2311	9.3000e-004	0.1483	6.1000e-004	0.1489	0.0393	5.6000e-004	0.0399		92.9892	92.9892	1.5200e-003		93.0273
Total	**0.0402**	**0.0225**	**0.2311**	**9.3000e-004**	**0.1483**	**6.1000e-004**	**0.1489**	**0.0393**	**5.6000e-004**	**0.0399**		**92.9892**	**92.9892**	**1.5200e-003**		**93.0273**

3.6 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	15.4570					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	**15.5877**	**0.8563**	**1.7977**	**2.9700e-003**		**0.0203**	**0.0203**		**0.0203**	**0.0203**		**281.4481**	**281.4481**	**0.0114**		**281.7328**

3.6 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0134	7.4900e-003	0.0770	3.1000e-004	0.0494	2.0000e-004	0.0496	0.0131	1.9000e-004	0.0133		30.9964	30.9964	5.1000e-004		31.0091
Total	**0.0134**	**7.4900e-003**	**0.0770**	**3.1000e-004**	**0.0494**	**2.0000e-004**	**0.0496**	**0.0131**	**1.9000e-004**	**0.0133**		**30.9964**	**30.9964**	**5.1000e-004**		**31.0091**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	15.4570					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	**15.5877**	**0.8563**	**1.7977**	**2.9700e-003**		**0.0203**	**0.0203**		**0.0203**	**0.0203**	**0.0000**	**281.4481**	**281.4481**	**0.0114**		**281.7328**

3.6 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0134	7.4900e-003	0.0770	3.1000e-004	0.0494	2.0000e-004	0.0496	0.0131	1.9000e-004	0.0133		30.9964	30.9964	5.1000e-004		31.0091
Total	**0.0134**	**7.4900e-003**	**0.0770**	**3.1000e-004**	**0.0494**	**2.0000e-004**	**0.0496**	**0.0131**	**1.9000e-004**	**0.0133**		**30.9964**	**30.9964**	**5.1000e-004**		**31.0091**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Mobile Home Park	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	13.00	5.00	5.00	33.00	48.00	19.00	66	28	6
Convenience Market (24 Hour)	13.00	5.00	5.00	0.90	80.10	19.00	24	15	61
General Office Building	13.00	5.00	5.00	33.00	48.00	19.00	77	19	4
Mobile Home Park	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0
User Defined Recreational	13.00	5.00	5.00	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
City Park	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Convenience Market (24 Hour)	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
General Office Building	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Mobile Home Park	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
Other Asphalt Surfaces	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716
User Defined Recreational	0.612396	0.024877	0.199479	0.103649	0.013836	0.004324	0.012559	0.019976	0.002246	0.001043	0.004198	0.000702	0.000716

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Pismo State Beach and Oceano Dunes PWP - Oso Flaco (Future) Improvement Project - San Luis Obispo County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.2000e-003	0.0704	0.0323	4.5000e-004		5.6700e-003	5.6700e-003		5.6700e-003	5.6700e-003		89.4555	89.4555	1.7100e-003	1.6400e-003	89.9871
NaturalGas Unmitigated	0.0109	0.0937	0.0432	6.0000e-004		7.5400e-003	7.5400e-003		7.5400e-003	7.5400e-003		119.0667	119.0667	2.2800e-003	2.1800e-003	119.7743

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					
City Park	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
Convenience Market (24 Hour)	24.8363	2.7000e-004	2.4300e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9219	2.9219	6.0000e-005	5.0000e-005	2.9393
General Office Building	56.0616	6.0000e-004	5.5000e-003	4.6200e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004		6.5955	6.5955	1.3000e-004	1.2000e-004	6.6347
Mobile Home Park	931.169	0.0100	0.0858	0.0365	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003		109.5493	109.5493	2.1000e-003	2.0100e-003	110.2003
Other 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
User Defined Recreational	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		**0.0109**	**0.0937**	**0.0432**	**5.9000e-004**		**7.5500e-003**	**7.5500e-003**		**7.5500e-003**	**7.5500e-003**		**119.0667**	**119.0667**	**2.2900e-003**	**2.1800e-003**	**119.7743**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	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
Convenience Market (24 Hour)	0.0173854	1.9000e-004	1.7000e-003	1.4300e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		2.0453	2.0453	4.0000e-005	4.0000e-005	2.0575
General Office Building	0.0393048	4.2000e-004	3.8500e-003	3.2400e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		4.6241	4.6241	9.0000e-005	8.0000e-005	4.6516
Mobile Home Park	0.703682	7.5900e-003	0.0649	0.0276	4.1000e-004		5.2400e-003	5.2400e-003		5.2400e-003	5.2400e-003		82.7861	82.7861	1.5900e-003	1.5200e-003	83.2780
Other 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
User Defined Recreational	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		**8.2000e-003**	**0.0704**	**0.0323**	**4.4000e-004**		**5.6600e-003**	**5.6600e-003**		**5.6600e-003**	**5.6600e-003**		**89.4555**	**89.4555**	**1.7200e-003**	**1.6400e-003**	**89.9871**

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	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510
Unmitigated	1.0219	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	2.9797	2.9797	2.8500e-003	0.0000	3.0510

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	0.2414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0496	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003		2.9797	2.9797	2.8500e-003		3.0510
Total	**1.0219**	**0.0190**	**1.6497**	**9.0000e-005**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**2.9797**	**2.9797**	**2.8500e-003**	**0.0000**	**3.0510**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0496	0.0190	1.6497	9.0000e-005		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003		2.9797	2.9797	2.8500e-003		3.0510
Total	**1.0219**	**0.0190**	**1.6497**	**9.0000e-005**		**9.1600e-003**	**9.1600e-003**		**9.1600e-003**	**9.1600e-003**	**0.0000**	**2.9797**	**2.9797**	**2.8500e-003**	**0.0000**	**3.0510**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Creek Estuary Seasonal Floating Bridge

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.10	User Defined Unit	0.10	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project: Installation and removal of bridge seasonally.

Land Use - Construction-only project: Installation and removal of bridge seasonally.

Construction Phase - Construction-only project: Installation and removal of bridge seasonally. No demolition, site prep, grading, paving, or architectural coating. Annual work would occur twice per year for 2 to 3 days each.

Off-road Equipment - Per project description, work would be done with hand tools and possible a small excavator.

Trips and VMT - Increased vehicle activity from default to account for on-site workers, truck trips to bring bridge pieces to site (categorized as Vendor, HHDT and MHDT mix), and 1 haul truck to bring any large piece and equipment.

Consumer Products - Construction-only project: Installation and removal of bridge seasonally.

Landscape Equipment - Construction-only project: Installation and removal of bridge seasonally.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	6.00
tblConstructionPhase	PhaseEndDate	6/8/2021	1/27/2021
tblLandUse	LotAcreage	0.00	0.10
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00

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					
2021	9.8000e-004	0.0126	0.0124	3.0000e-005	5.2000e-004	3.3000e-004	8.5000e-004	1.4000e-004	3.1000e-004	4.5000e-004	0.0000	2.7783	2.7783	5.2000e-004	0.0000	2.7913
Maximum	**9.8000e-004**	**0.0126**	**0.0124**	**3.0000e-005**	**5.2000e-004**	**3.3000e-004**	**8.5000e-004**	**1.4000e-004**	**3.1000e-004**	**4.5000e-004**	**0.0000**	**2.7783**	**2.7783**	**5.2000e-004**	**0.0000**	**2.7913**

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					
2021	9.8000e-004	0.0126	0.0124	3.0000e-005	5.2000e-004	3.3000e-004	8.5000e-004	1.4000e-004	3.1000e-004	4.5000e-004	0.0000	2.7783	2.7783	5.2000e-004	0.0000	2.7913
Maximum	**9.8000e-004**	**0.0126**	**0.0124**	**3.0000e-005**	**5.2000e-004**	**3.3000e-004**	**8.5000e-004**	**1.4000e-004**	**3.1000e-004**	**4.5000e-004**	**0.0000**	**2.7783**	**2.7783**	**5.2000e-004**	**0.0000**	**2.7913**

	ROG	NOx	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	1-1-2021	3-31-2021	0.0129	0.0129
		Highest	0.0129	0.0129

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Floating Bridge Installation	Building Construction	1/20/2021	1/27/2021	5	6	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Floating Bridge Installation	Excavators	1	8.00	158	0.38
Floating Bridge Installation	Cranes	0	4.00	231	0.29
Floating Bridge Installation	Forklifts	0	6.00	89	0.20
Floating Bridge Installation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Floating Bridge Installation	1	8.00	20.00	2.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Floating Bridge Installation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9000e-004	6.4900e-003	9.8600e-003	2.0000e-005		3.1000e-004	3.1000e-004		2.9000e-004	2.9000e-004	0.0000	1.3681	1.3681	4.4000e-004	0.0000	1.3792
Total	**6.9000e-004**	**6.4900e-003**	**9.8600e-003**	**2.0000e-005**		**3.1000e-004**	**3.1000e-004**		**2.9000e-004**	**2.9000e-004**	**0.0000**	**1.3681**	**1.3681**	**4.4000e-004**	**0.0000**	**1.3792**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	2.9000e-004	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0761	0.0761	0.0000	0.0000	0.0762
Vendor	1.8000e-004	5.7100e-003	1.6700e-003	1.0000e-005	2.7000e-004	2.0000e-005	2.9000e-004	8.0000e-005	2.0000e-005	9.0000e-005	0.0000	1.1474	1.1474	7.0000e-005	0.0000	1.1491
Worker	1.0000e-004	9.0000e-005	7.5000e-004	0.0000	2.3000e-004	0.0000	2.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1867	0.1867	1.0000e-005	0.0000	0.1869
Total	**2.9000e-004**	**6.0900e-003**	**2.4900e-003**	**1.0000e-005**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**1.4000e-004**	**2.0000e-005**	**1.6000e-004**	**0.0000**	**1.4102**	**1.4102**	**8.0000e-005**	**0.0000**	**1.4121**

3.2 Floating Bridge Installation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.9000e-004	6.4900e-003	9.8600e-003	2.0000e-005		3.1000e-004	3.1000e-004		2.9000e-004	2.9000e-004	0.0000	1.3681	1.3681	4.4000e-004	0.0000	1.3792
Total	**6.9000e-004**	**6.4900e-003**	**9.8600e-003**	**2.0000e-005**		**3.1000e-004**	**3.1000e-004**		**2.9000e-004**	**2.9000e-004**	**0.0000**	**1.3681**	**1.3681**	**4.4000e-004**	**0.0000**	**1.3792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	2.9000e-004	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0761	0.0761	0.0000	0.0000	0.0762
Vendor	1.8000e-004	5.7100e-003	1.6700e-003	1.0000e-005	2.7000e-004	2.0000e-005	2.9000e-004	8.0000e-005	2.0000e-005	9.0000e-005	0.0000	1.1474	1.1474	7.0000e-005	0.0000	1.1491
Worker	1.0000e-004	9.0000e-005	7.5000e-004	0.0000	2.3000e-004	0.0000	2.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1867	0.1867	1.0000e-005	0.0000	0.1869
Total	**2.9000e-004**	**6.0900e-003**	**2.4900e-003**	**1.0000e-005**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**1.4000e-004**	**2.0000e-005**	**1.6000e-004**	**0.0000**	**1.4102**	**1.4102**	**8.0000e-005**	**0.0000**	**1.4121**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**					**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Creek Estuary Seasonal Floating Bridge

San Luis Obispo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.10	User Defined Unit	0.10	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project: Installation and removal of bridge seasonally.

Land Use - Construction-only project: Installation and removal of bridge seasonally.

Construction Phase - Construction-only project: Installation and removal of bridge seasonally. No demolition, site prep, grading, paving, or architectural coating. Annual work would occur twice per year for 2 to 3 days each.

Off-road Equipment - Per project description, work would be done with hand tools and possible a small excavator.

Trips and VMT - Increased vehicle activity from default to account for on-site workers, truck trips to bring bridge pieces to site (categorized as Vendor, HHDT and MHDT mix), and 1 haul truck to bring any large piece and equipment.

Consumer Products - Construction-only project: Installation and removal of bridge seasonally.

Landscape Equipment - Construction-only project: Installation and removal of bridge seasonally.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	6.00
tblConstructionPhase	PhaseEndDate	6/8/2021	1/27/2021
tblLandUse	LotAcreage	0.00	0.10
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.3241	4.1764	4.0893	0.0102	0.1778	0.1112	0.2889	0.0493	0.1025	0.1518	0.0000	1,029.3227	1,029.3227	0.1904	0.0000	1,034.0825
Maximum	**0.3241**	**4.1764**	**4.0893**	**0.0102**	**0.1778**	**0.1112**	**0.2889**	**0.0493**	**0.1025**	**0.1518**	**0.0000**	**1,029.3227**	**1,029.3227**	**0.1904**	**0.0000**	**1,034.0825**

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					
2021	0.3241	4.1764	4.0893	0.0102	0.1778	0.1112	0.2889	0.0493	0.1025	0.1518	0.0000	1,029.3227	1,029.3227	0.1904	0.0000	1,034.0825
Maximum	**0.3241**	**4.1764**	**4.0893**	**0.0102**	**0.1778**	**0.1112**	**0.2889**	**0.0493**	**0.1025**	**0.1518**	**0.0000**	**1,029.3227**	**1,029.3227**	**0.1904**	**0.0000**	**1,034.0825**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

	ROG	NOx	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	Floating Bridge Installation	Building Construction	1/20/2021	1/27/2021	5	6	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Floating Bridge Installation	Excavators	1	8.00	158	0.38
Floating Bridge Installation	Cranes	0	4.00	231	0.29
Floating Bridge Installation	Forklifts	0	6.00	89	0.20
Floating Bridge Installation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Floating Bridge Installation	1	8.00	20.00	2.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Floating Bridge Installation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2303	2.1642	3.2882	5.1900e-003		0.1050	0.1050		0.0966	0.0966		502.6929	502.6929	0.1626		506.7575
Total	**0.2303**	**2.1642**	**3.2882**	**5.1900e-003**		**0.1050**	**0.1050**		**0.0966**	**0.0966**		**502.6929**	**502.6929**	**0.1626**		**506.7575**

3.2 Floating Bridge Installation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.6700e-003	0.0963	0.0216	2.6000e-004	5.8200e-003	4.1000e-004	6.2200e-003	1.5900e-003	3.9000e-004	1.9800e-003		28.1248	28.1248	1.6000e-003		28.1648
Vendor	0.0593	1.8904	0.5216	4.0100e-003	0.0929	5.3000e-003	0.0982	0.0267	5.0700e-003	0.0318		427.1128	427.1128	0.0241		427.7145
Worker	0.0319	0.0255	0.2579	7.2000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		71.3922	71.3922	2.1400e-003		71.4458
Total	**0.0938**	**2.0122**	**0.8011**	**4.9900e-003**	**0.1778**	**6.2000e-003**	**0.1840**	**0.0493**	**5.9100e-003**	**0.0552**		**526.6298**	**526.6298**	**0.0278**		**527.3250**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2303	2.1642	3.2882	5.1900e-003		0.1050	0.1050		0.0966	0.0966	0.0000	502.6929	502.6929	0.1626		506.7575
Total	**0.2303**	**2.1642**	**3.2882**	**5.1900e-003**		**0.1050**	**0.1050**		**0.0966**	**0.0966**	**0.0000**	**502.6929**	**502.6929**	**0.1626**		**506.7575**

3.2 Floating Bridge Installation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.6700e-003	0.0963	0.0216	2.6000e-004	5.8200e-003	4.1000e-004	6.2200e-003	1.5900e-003	3.9000e-004	1.9800e-003		28.1248	28.1248	1.6000e-003		28.1648
Vendor	0.0593	1.8904	0.5216	4.0100e-003	0.0929	5.3000e-003	0.0982	0.0267	5.0700e-003	0.0318		427.1128	427.1128	0.0241		427.7145
Worker	0.0319	0.0255	0.2579	7.2000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		71.3922	71.3922	2.1400e-003		71.4458
Total	**0.0938**	**2.0122**	**0.8011**	**4.9900e-003**	**0.1778**	**6.2000e-003**	**0.1840**	**0.0493**	**5.9100e-003**	**0.0552**		**526.6298**	**526.6298**	**0.0278**		**527.3250**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**		**2.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**		**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Creek Estuary Seasonal Floating Bridge

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	0.10	User Defined Unit	0.10	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction-only project: Installation and removal of bridge seasonally.

Land Use - Construction-only project: Installation and removal of bridge seasonally.

Construction Phase - Construction-only project: Installation and removal of bridge seasonally. No demolition, site prep, grading, paving, or architectural coating. Annual work would occur twice per year for 2 to 3 days each.

Off-road Equipment - Per project description, work would be done with hand tools and possible a small excavator.

Trips and VMT - Increased vehicle activity from default to account for on-site workers, truck trips to bring bridge pieces to site (categorized as Vendor, HHDT and MHDT mix), and 1 haul truck to bring any large piece and equipment.

Consumer Products - Construction-only project: Installation and removal of bridge seasonally.

Landscape Equipment - Construction-only project: Installation and removal of bridge seasonally.

Energy Use -

Pismo State Beach and Oceano Dunes SVRA PWP - Pismo Creek Estuary Seasonal Floating Bridge - San Luis Obispo County, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	6.00
tblConstructionPhase	PhaseEndDate	6/8/2021	1/27/2021
tblLandUse	LotAcreage	0.00	0.10
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.3326	4.1680	4.1519	0.0100	0.1778	0.1115	0.2892	0.0493	0.1028	0.1521	0.0000	1,012.4519	1,012.4519	0.1921	0.0000	1,017.2537
Maximum	**0.3326**	**4.1680**	**4.1519**	**0.0100**	**0.1778**	**0.1115**	**0.2892**	**0.0493**	**0.1028**	**0.1521**	**0.0000**	**1,012.4519**	**1,012.4519**	**0.1921**	**0.0000**	**1,017.2537**

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					
2021	0.3326	4.1680	4.1519	0.0100	0.1778	0.1115	0.2892	0.0493	0.1028	0.1521	0.0000	1,012.4519	1,012.4519	0.1921	0.0000	1,017.2537
Maximum	**0.3326**	**4.1680**	**4.1519**	**0.0100**	**0.1778**	**0.1115**	**0.2892**	**0.0493**	**0.1028**	**0.1521**	**0.0000**	**1,012.4519**	**1,012.4519**	**0.1921**	**0.0000**	**1,017.2537**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

	ROG	NOx	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	Floating Bridge Installation	Building Construction	1/20/2021	1/27/2021	5	6	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Floating Bridge Installation	Excavators	1	8.00	158	0.38
Floating Bridge Installation	Cranes	0	4.00	231	0.29
Floating Bridge Installation	Forklifts	0	6.00	89	0.20
Floating Bridge Installation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
Floating Bridge Installation	1	8.00	20.00	2.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Floating Bridge Installation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2303	2.1642	3.2882	5.1900e-003		0.1050	0.1050		0.0966	0.0966		502.6929	502.6929	0.1626		506.7575
Total	**0.2303**	**2.1642**	**3.2882**	**5.1900e-003**		**0.1050**	**0.1050**		**0.0966**	**0.0966**		**502.6929**	**502.6929**	**0.1626**		**506.7575**

3.2 Floating Bridge Installation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.7400e-003	0.0968	0.0229	2.6000e-004	5.8200e-003	4.2000e-004	6.2300e-003	1.5900e-003	4.0000e-004	1.9900e-003		27.7027	27.7027	1.6500e-003		27.7440
Vendor	0.0631	1.8781	0.5906	3.8900e-003	0.0929	5.6200e-003	0.0985	0.0267	5.3700e-003	0.0321		414.0071	414.0071	0.0258		414.6514
Worker	0.0364	0.0290	0.2502	6.8000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		68.0491	68.0491	2.0700e-003		68.1008
Total	**0.1023**	**2.0039**	**0.8637**	**4.8300e-003**	**0.1778**	**6.5300e-003**	**0.1843**	**0.0493**	**6.2200e-003**	**0.0555**		**509.7590**	**509.7590**	**0.0295**		**510.4962**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2303	2.1642	3.2882	5.1900e-003		0.1050	0.1050		0.0966	0.0966	0.0000	502.6929	502.6929	0.1626		506.7575
Total	**0.2303**	**2.1642**	**3.2882**	**5.1900e-003**		**0.1050**	**0.1050**		**0.0966**	**0.0966**	**0.0000**	**502.6929**	**502.6929**	**0.1626**		**506.7575**

3.2 Floating Bridge Installation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.7400e-003	0.0968	0.0229	2.6000e-004	5.8200e-003	4.2000e-004	6.2300e-003	1.5900e-003	4.0000e-004	1.9900e-003		27.7027	27.7027	1.6500e-003		27.7440
Vendor	0.0631	1.8781	0.5906	3.8900e-003	0.0929	5.6200e-003	0.0985	0.0267	5.3700e-003	0.0321		414.0071	414.0071	0.0258		414.6514
Worker	0.0364	0.0290	0.2502	6.8000e-004	0.0791	4.9000e-004	0.0796	0.0210	4.5000e-004	0.0214		68.0491	68.0491	2.0700e-003		68.1008
Total	**0.1023**	**2.0039**	**0.8637**	**4.8300e-003**	**0.1778**	**6.5300e-003**	**0.1843**	**0.0493**	**6.2200e-003**	**0.0555**		**509.7590**	**509.7590**	**0.0295**		**510.4962**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Recreational	13.00	5.00	5.00	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
User Defined Recreational	0.575581	0.029595	0.198288	0.120539	0.026172	0.006482	0.012911	0.019591	0.002354	0.001214	0.005068	0.000784	0.001422

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**		**2.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-005	2.0000e-005	0.0000		2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.0000e-005**	**2.0000e-005**	**0.0000**		**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Long-Term 24 Hour Continuous Noise Monitoring
Model Input Sheet

Project: 60577193 - Oceano Dunes Planning+Outreach

Date: **Wednesday, November 11, 2020** **to** **Thursday, November 12, 2020**

Site: LT-01

Hour	Leq	Lmax	L50	L90
10:00	53.5	89.1	51.4	49.1
11:00	55.7	91.3	52.7	49.8
12:00	55.3	90.9	53.4	49.8
13:00	54.9	90.5	53.7	50.3
14:00	57.4	93.0	55.9	54.1
15:00	58.0	93.5	56.4	54.7
16:00	56.2	91.8	54.0	49.9
17:00	53.7	89.2	50.2	47.8
18:00	49.7	85.3	47.8	45.7
19:00	52.3	87.9	48.0	45.8
20:00	48.4	83.9	46.1	43.9
21:00	46.8	82.4	45.3	43.4
22:00	45.5	81.1	44.2	42.6
23:00	49.5	85.1	49.5	44.0
0:00	52.4	88.0	51.5	49.2
1:00	53.0	88.6	52.2	49.8
2:00	49.4	85.0	49.1	47.4
3:00	51.5	87.1	50.6	47.4
4:00	51.1	86.7	50.6	47.7
5:00	50.9	86.5	50.7	49.2
6:00	51.4	87.0	50.2	48.2
7:00	57.2	92.8	54.1	52.1
8:00	51.8	87.3	50.4	48.2
9:00	52.1	87.7	49.4	46.3

Averages

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	54.6	89.1	51.3	48.7
Nighttime (10 p.m. - 7 a.m.)	50.9	86.1	49.8	47.3

Uppermost-Level

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	58.0	93.5	56.4	54.7
Nighttime (10 p.m. - 7 a.m.)	53.0	88.6	52.2	49.8

Percentage of Energy

Daytime	79%
Nighttime	21%

Calculated L_{dn}, dBA

58.1

Long-Term 24 Hour Continuous Noise Monitoring
Model Input Sheet

Project: 60577193 - Oceano Dunes Planning+Outreach

Date: **Wednesday, November 11, 2020** **to** **Thursday, November 12, 2020**

Site: LT-02

Hour	Leq	Lmax	L50	L90
11:00	50.9	86.5	45.0	42.5
12:00	48.0	83.6	45.9	43.6
13:00	51.4	87.0	48.3	45.3
14:00	53.2	88.7	49.4	48.2
15:00	52.3	87.8	50.2	49.1
16:00	50.1	85.7	47.9	45.6
17:00	46.9	82.5	45.7	44.1
18:00	43.3	78.8	42.6	40.5
19:00	43.3	78.8	42.6	41.1
20:00	43.2	78.8	41.5	39.0
21:00	41.3	76.8	40.1	37.5
22:00	41.2	76.8	40.3	38.1
23:00	41.1	76.6	40.4	38.3
0:00	43.9	79.5	43.6	41.0
1:00	44.3	79.9	43.8	41.9
2:00	42.9	78.5	42.6	41.0
3:00	43.2	78.8	42.7	40.7
4:00	46.8	82.4	46.3	44.1
5:00	46.8	82.3	46.2	44.3
6:00	49.9	85.5	49.2	46.4
7:00	48.7	84.2	47.9	45.5
8:00	45.3	80.8	43.0	40.9
9:00	48.1	83.7	41.5	38.3
10:00	48.7	82.1	44.5	40.6

Averages

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	49.0	83.1	45.1	42.8
Nighttime (10 p.m. - 7 a.m.)	45.4	80.0	43.9	41.8

Uppermost-Level

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	53.2	88.7	50.2	49.1
Nighttime (10 p.m. - 7 a.m.)	49.9	85.5	49.2	46.4

Percentage of Energy

Daytime	79%
Nighttime	21%

Calculated L_{dn}, dBA

52.5

Long-Term 24 Hour Continuous Noise Monitoring
Model Input Sheet

Project: 60577193 - Oceano Dunes Planning+Outreach

Date: **Wednesday, November 11, 2020** **to** **Thursday, November 12, 2020**

Site: LT-03

Hour	Leq	Lmax	L50	L90
13:00	52.1	87.7	50.8	48.3
14:00	51.5	87.1	50.4	47.2
15:00	53.6	89.2	53.1	50.7
16:00	52.1	87.7	50.7	48.1
17:00	49.5	85.1	48.6	44.1
18:00	47.1	82.6	45.2	39.2
19:00	44.6	80.2	42.9	38.4
20:00	43.8	79.4	42.3	38.6
21:00	43.0	78.6	41.3	38.0
22:00	41.6	77.2	39.2	36.8
23:00	41.0	76.6	39.0	37.1
0:00	40.8	76.4	38.5	36.3
1:00	40.7	76.2	37.8	35.2
2:00	42.1	77.7	38.8	36.3
3:00	44.1	79.7	41.8	38.8
4:00	46.8	82.4	45.1	42.5
5:00	50.4	86.0	49.0	44.6
6:00	52.4	88.0	51.6	48.0
7:00	50.5	86.1	49.3	46.2
8:00	49.5	85.1	46.1	41.4
9:00	49.2	84.8	45.3	40.5
10:00	48.8	84.4	46.4	41.2
11:00	49.6	85.2	47.7	44.3
12:00	50.5	86.1	49.1	45.9

Averages

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	49.9	84.6	47.3	43.5
Nighttime (10 p.m. - 7 a.m.)	46.7	80.0	42.3	39.5

Uppermost-Level

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	53.6	89.2	53.1	50.7
Nighttime (10 p.m. - 7 a.m.)	52.4	88.0	51.6	48.0

Percentage of Energy

Daytime	78%
Nighttime	22%

Calculated L_{dn}, dBA

53.8

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	577	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Excavator	85	0.4
Dozer	85	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Excavator	81.0
Dozer	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	485	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.7

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	560	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Grader	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Grader	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	479	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Paver	85	0.5
Pavement Scarafier	85	0.2
Roller	85	0.2

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Paver	82.0
Pavement Scarafier	78.0
Roller	78.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	486	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Generator	82	0.5
Tractor	84	0.4
Welder / Torch	73	0.05

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Generator	79.0
Tractor	80.0
Welder / Torch	60.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.7

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	577	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Excavator	85	0.4
Dozer	85	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Excavator	81.0
Dozer	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	560	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Grader	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Grader	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	486	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Generator	82	0.5
Tractor	84	0.4
Welder / Torch	73	0.05

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Generator	79.0
Tractor	80.0
Welder / Torch	60.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.7

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	479	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Paver	85	0.5
Pavement Scarafier	85	0.2
Roller	85	0.2

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Paver	82.0
Pavement Scarafier	78.0
Roller	78.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Grader	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Grader	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	428	60
	50	83
ST-01	50	83

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Tractor	84	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.3

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	560	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Grader	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Grader	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	576	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Mixer Truck	85	0.4
Paver	85	0.5
Pavement Scarafier	85	0.2
Roller	85	0.2
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Mixer Truck	81.0
Paver	82.0
Pavement Scarafier	78.0
Roller	78.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	577	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Excavator	85	0.4
Dozer	85	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Excavator	81.0
Dozer	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Grader	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Grader	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	428	60
	50	83
ST-01	50	83

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Tractor	84	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.3

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	575	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Mixer Truck	85	0.4
Paver	85	0.5
Roller	85	0.2
Tractor	84	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Mixer Truck	81.0
Paver	82.0
Roller	78.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Grader	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Grader	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	597	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Excavator	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Excavator	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	428	60
	50	83
ST-01	50	83

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Tractor	84	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.3

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	543	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Mixer Truck	85	0.4
Paver	85	0.5
Roller	85	0.2
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Mixer Truck	81.0
Paver	82.0
Roller	78.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Grader	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Grader	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	597	60
	50	87
ST-01	50	87

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Excavator	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Excavator	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	428	60
	50	83
ST-01	50	83

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Tractor	84	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.3

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	543	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Mixer Truck	85	0.4
Paver	85	0.5
Roller	85	0.2
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Mixer Truck	81.0
Paver	82.0
Roller	78.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	560	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Grader	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Grader	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	486	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Generator	82	0.5
Tractor	84	0.4
Welder / Torch	73	0.05

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Generator	79.0
Tractor	80.0
Welder / Torch	60.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.7

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	485	60
	50	85
ST-01	50	85

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Dozer	85	0.4
Scraper	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Dozer	81.0
Scraper	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.7

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	560	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Excavator	85	0.4
Grader	85	0.4
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Excavator	81.0
Grader	81.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
86.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	476	60
	50	84
ST-01	50	84

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Excavator	85	0.4
Man Lift	85	0.2
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Excavator	81.0
Man Lift	78.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
84.5

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	375	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
81.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Grader	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Grader	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	376	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Backhoe	80	0.4
Welder / Torch	73	0.05

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Backhoe	76.0
Welder / Torch	60.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
81.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	387	60
	50	82
ST-01	50	82

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Grader	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Grader	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
82.2

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	530	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Saw	90	0.2
Dozer	85	0.4
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Saw	83.0
Dozer	81.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.6

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	428	60
	50	83
ST-01	50	83

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Crane	85	0.16
Man Lift	85	0.2
Tractor	84	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Crane	77.0
Man Lift	78.0
Tractor	80.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
83.3

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	543	60
	50	86
ST-01	50	86

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Concrete Mixer Truck	85	0.4
Paver	85	0.5
Roller	85	0.2
Backhoe	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Concrete Mixer Truck	81.0
Paver	82.0
Roller	78.0
Backhoe	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Project-Generated Construction Source Noise Prediction Model

60577193 - Oceano Dunes Planning+Outreach

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	219	60
	50	76
ST-01	50	76

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Compressor (air)	80	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Compressor (air)	76.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
76.0

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, Janua

[2] Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

Traffic Noise Prediction Model, (FHWA RD-77-108)

Model Input Sheet

Project Name : 60577193 - Oceano Dunes Planning+Outreach
Project Number : 60577193
Modeling Condition : Existing
Ground Type : Hard
K Factor : NA
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment From	Segment To	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
1	Highway 1	OSO FLACO UNDERPASS	North of OSO FLACO UNDERPASS	7300	40	50	97	2	1	87	0	13	
2	Highway 1	ENTRANCE, UNION OIL COKING PLANT	North of ENTRANCE, UNION OIL COKING PLANT	7700	40	50	97	2	1	87	0	13	
3	Highway 1	ARROYO GRANDE ROAD	North of ARROYO GRANDE ROAD	7200	40	50	97	2	1	87	0	13	
4	Highway 1	HALCYON ROAD	North of HALCYON ROAD	9900	40	50	97	2	1	87	0	13	
5	Highway 1	ENTRANCE, PISMO BEACH STATE PARK	North of ENTRANCE, PISMO BEACH STATE PARK	11400	40	50	97	2	1	87	0	13	
6	Highway 1	GROVER CITY, GRAND AVENUE	North of GROVER CITY, GRAND AVENUE	13000	40	50	97	2	1	87	0	13	
7	Highway 1	PISMO BEACH, VILLA CREEK	North of PISMO BEACH, VILLA CREEK	10400	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels

Project Name : 60577193 - Oceano Dunes Planning+Outreach
Project Number : 60577193
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Ldn

		Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
Segment	Roadway	From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Highway 1	OSO FLACO UNDI	North of OSO FLA(	64.0	56.1	57.9	65.5	18	56	177	561	1775
2	Highway 1	ENTRANCE, UNIO	North of ENTRANC	64.3	56.3	58.1	65.7	19	59	187	592	1872
3	Highway 1	ARROYO GRANDI	North of ARROYO	64.0	56.0	57.8	65.4	18	55	175	554	1751
4	Highway 1	HALCYON ROAD	North of HALCYON	65.3	57.4	59.2	66.8	24	76	241	761	2407
5	Highway 1	ENTRANCE, PISM	North of ENTRANC	66.0	58.0	59.8	67.4	28	88	277	877	2772
6	Highway 1	GROVER CITY, GI	North of GROVER	66.5	58.6	60.4	68.0	32	100	316	1000	3161
7	Highway 1	PISMO BEACH, VI	North of PISMO BE	65.6	57.6	59.4	67.0	25	80	253	800	2529

Traffic Noise Prediction Model, (FHWA RD-77-108)

Model Input Sheet

Project Name : 60577193 - Oceano Dunes Planning+Outreach
Project Number : 60577193
Modeling Condition : Construction Trips
Ground Type : Hard
K Factor : NA
Metric (L_{eq}, L_{dn}, CNEL) : Leq
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment From	Segment To	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
1	Haul Route	Point A	Point B	32	35	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels

Project Name : 60577193 - Oceano Dunes Planning+Outreach
Project Number : 60577193
Modeling Condition : Construction Trips
Metric (Leq, Ldn, CNEL) : Leq

		Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
Segment	Roadway	From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Haul Route	Point A	Point B	49.0	42.0	51.2	53.6	1	4	11	36	114