Project Title: DS Ventures Project

Background Information

Nearest Air Monitoring Station measuring CO: Research Background 1-hour CO Concentration (ppm): 5.0
Background 8-hour CO Concentration (ppm): 3.5
Persistence Factor: 0.6
Analysis Year: 2007

Roadway Data

Intersection:

Dumetz Road and San Feliciano Drive

Analysis Condition:

Future (2007) Traffic Conditions (Without Gated Access)

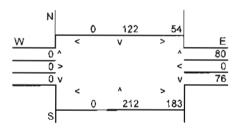
North-South Roadway: East-West Roadway:

San Feliciano Drive

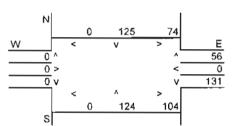
Dumetz Road

| | No. of | Average Spee | | | |
|--------------|--------|--------------|-----|--|--|
| Roadway Type | Lanes | A.M. | РМ. | | |
| At Grade | 2 | 5 | 5 | | |
| At Grade | 2 | 5 | 5 | | |

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:

593

E-W Road: 393

N-S Road: E-W Road: 484 365

Roadway CO Contributions and Concentrations

| | A_1 | A_2 | A۵ | A ₄ | 8 | С | | | | | |
|---|-------------|------------|------------|----------------|------------|----------------------|--------------|--------------|--------------|--------------|--|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Esti | mated CO | Concentrat | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| A.M. Peak Traffic H North-South Road East-West Road | 14.0 3.7 | 7.6 2.7 | 5.7 2.2 | 4.0 1,7 | 593 393 | 10.47 10.47 | 0.87 0.15 | 0.47 0.11 | 0.35 0.09 | 0.25 0.07 | |

Project Title: DS Ventures Project

Background Information

Roadway Data

Intersection:

Dumetz Road and Topanga Canyon Boulevard

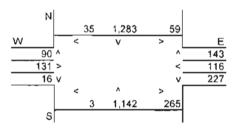
Analysis Condition:

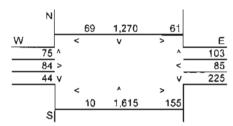
Future (2007) Traffic Analysis (Without Gated Access)

| | | | No of | Average | e Speed |
|----------------------|--------------------------|--------------|-------|---------|---------|
| | _ | Roadway Type | Lanes | A.M. | P.M. |
| North-South Roadway; | Topanga Canyon Boulevard | At Grade | 2 | 15 | 10 |
| East-West Roadway: | Dumetz Road | At Grade | 4 | 15 | 10 |

A.M. Peak Hour Traffic Volumes

P.M. Peak Hour Traffic Volumes





Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 2,936 E-W Road: 941 N-S Road: 3,319 E-W Road: 713

Roadway CO Contributions and Concentrations

| | A_1 | A_2 | A_3 | A_4 | В | С | | | | |
|--|---------------------|------------|------------|------------|--------------|----------------------|--------------|--------------|--------------|--------------|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Est | imated CO | Concentra | tions |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O,R. | 25 Feet | 50 Feet | 100 Feet |
| A.M Peak Traffic F North-South Road East-West Road | lour 14.0 3.3 | 7.6 2.6 | 5.7 2.2 | 4.0 1.7 | 2,936 941 | 6.97 6.97 | 2.86 0.22 | 1.55 0.17 | 1 17 0.14 | 0.82 0.11 |

Project Title: DS Ventures Project

Background Information

Nearest Air Monitoring Station measuring CO: Reseda Background 1-hour CO Concentration (ppm): 5.0 Background 8-hour CO Concentration (ppm): 3.5 Persistence Factor: 0.6 Analysis Year: 2007

Roadway Data

Intersection:

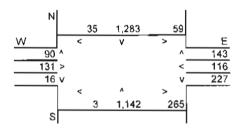
Dumetz Road and Topanga Canyon Boulevard

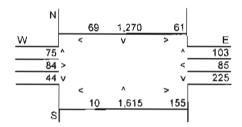
Analysis Condition: Future (2007) Traffic Analysis (With Gated Access)

Average Speed No. of Roadway Type P.M. Lanes A.M. Topanga Canyon Boulevard At Grade 10 North-South Roadway: 2 15 East-West Roadway: Dumetz Road At Grade 4 15 10

A.M Peak Hour Traffic Volumes

P.M. Peak Hour Traffic Volumes





Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 2,936 E-W Road:

941

N-S Road: E-W Road:

3,319

713

Roadway CO Contributions and Concentrations

| | A_1 | A_2 | A_3 | A, | В | С | | | | | |
|---------------------|--------|-----------|-----------|----------|---------|----------------------|--------|----------|------------|----------|---|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Esti | mated CO | Concentrat | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| | | | | | | | | | | | |
| A.M. Peak Traffic F | lour | | | | | | | | | | |
| North-South Road | 14.0 | 7.6 | 5.7 | 4.0 | 2,936 | 6.97 | 2.86 | 1.55 | 1.17 | 0.82 | # |
| East-West Road | 3.3 | 2.6 | 2.2 | 1.7 | 941 | 6.97 | 0.22 | 0.17 | 0.14 | 0.11 | F |

Project Title: DS Ventures Project

Background Information

Nearest Air Monitoring Station measuring CO: Reseda Background 1-hour CO Concentration (ppm): 5.0 Background 8-hour CO Concentration (ppm): 3.5 06 Persistence Factor: Analysis Year: 2007

Roadway Data

Intersection:

Mulholland Drive and Mulholland Highway

Analysis Condition:

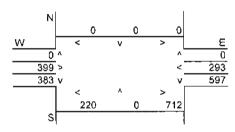
Future (2007) Traffic Conditions (Without Gated Access)

North-South Roadway: East-West Roadway:

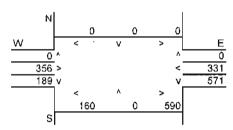
Mulholland Highway Mulholland Drive

| | 110. OF | Average Speed | | | |
|--------------|---------|---------------|------|--|--|
| Roadway Type | Lanes | A.M. | P.M. | | |
| At Grade | 4 | 15 | 15 | | |
| At Grade | 4 | 20 | 20 | | |

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road: E-W Road: 2,001

1,912

N-S Road: E-W Road: 1,510 1,848

Roadway CO Contributions and Concentrations

| | A_1 | A_2 | A_3 | A_4 | B | С | | | | | |
|---------------------|--------|-----------|-----------|----------|---------|----------------------|--------|----------|-----------|----------|---|
| | Ref | erence CO | Concentra | tions | Traffic | Emission | Est | mated CO | Concentra | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| | | | | | | | | | | | |
| A.M. Peak Traffic H | łour | | | | | | | | | | |
| North-South Road | 3.3 | 2.6 | 2.2 | 1.7 | 1,912 | 6.97 | 0.44 | 0.35 | 0 29 | 0.23 | |
| East-West Road | 11.9 | 7.0 | 5.4 | 3.8 | 2,001 | 5.98 | 1,42 | 0.84 | 0.65 | 0.45 | ۶ |

Project Title: DS Ventures Project

Background Information

Nearest Air Monitoring Station measuring CO. Reseda Background 1-hour CO Concentration (ppm): 5.0 Background 8-hour CO Concentration (ppm): 3.5 0.6 Persistence Factor: Analysis Year: 2007

Roadway Data

Intersection:

Mulholland Drive and Mulholland Highway

Analysis Condition:

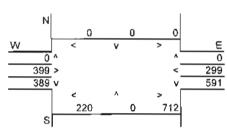
Future (2007) Traffic Conditions (With Gated Access)

North-South Roadway: East-West Roadway:

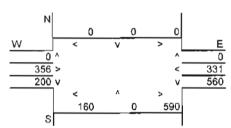
Mulholland Highway Mulholland Drive

| | 140.01 | AACIAG | opeco |
|--------------|--------|--------|-------|
| Roadway Type | Lanes | A.M. | P.M. |
| At Grade | 4 | 15 | 15 |
| At Grade | 4 | 20 | 20 |

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road: E-W Road:

2,001

N-S Road: 1,510

E-W Road:

1,837

Roadway CO Contributions and Concentrations

| | A ₁ | A ₂ | A_3 | A ₄ | В | C | | | | | |
|---------------------|----------------|----------------|-----------|----------------|---------|----------------------|--------|----------|-----------|----------|----|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Ësti | mated CO | Concentra | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | _ |
| | | | | | | | | | | | |
| A,M. Peak Traffic F | lour | | | | | | | | | | |
| North-South Road | 3.3 | 2.6 | 2.2 | 1.7 | 1,912 | 6.97 | 0 44 | 0.35 | 0.29 | 0.23 | # |
| East-West Road | 11.9 | 7.0 | 5.4 | 3.8 | 2,001 | 5.98 | 1.42 | 0.84 | 0.65 | 0.45 | \$ |

Project Title: DS Ventures Project

Background Information

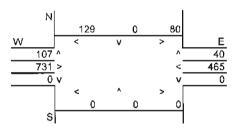
Roadway Data

Intersection: Mulholland Drive and San Feliciano Drive

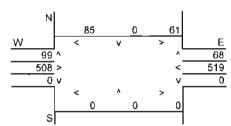
Analysis Condition: Future (2007) Traffic Conditions (With Gated Access)

| | | | No. of | Average | Speed |
|----------------------|---------------------|--------------|--------|---------|-------|
| | | Roadway Type | Lanes | A.M. | PM. |
| North-South Roadway: | San Feliciano Drive | At Grade | 2 | 5 | 5 |
| East-West Roadway: | Mulholland Drive | At Grade | 4 | 20 | 20 |

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 356 N-S Road: 313 E-W Road: 1,432 E-W Road: 1,211

Roadway CO Contributions and Concentrations

| | A_1 | A_2 | A_3 | A, | В | С | | | | | |
|--|--------|---------|---------|----------|--------|----------------------|--------|---------|---------|----------|----|
| Reference CO Concentrations Traffic Emission Estimated CO Concentrations | | | | | | | | | | | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| | | | | | | | | | | | |
| A.M Peak Traffic I | Hour | | | | | | | | | | |
| North-South Road | 3.7 | 2.7 | 2.2 | 1.7 | 356 | 10.47 | 0.14 | 0.10 | 0.08 | 0.06 | 1 |
| East-West Road | 11.9 | 7.0 | 5.4 | 3.8 | 1,432 | 5.98 | 1.02 | 0.60 | 0.46 | 0.33 | \$ |

Project Title: DS Ventures Project

Background Information

Nearest Air Monitoring Station measuring CO:
Background 1-hour CO Concentration (ppm):
Background 8-hour CO Concentration (ppm):
Persistence Factor:
Analysis Year:
CRESSED Reseda
5.0
CRESSED Reseda
6.0
CRESSED Research
6.0
CRE

Roadway Data

Intersection:

Mulholland Drive and San Feliciano Drive

Analysis Condition:

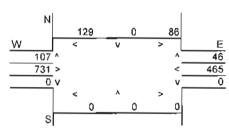
Future (2007) Traffic Conditions (With Gated Access)

North-South Roadway: East-West Roadway:

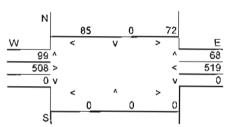
San Feliciano Drive Mulholland Drive

| | No. of | Average Speed | | | |
|--------------|--------|---------------|------|--|--|
| Roadway Type | Lanes | A.M <u>.</u> | P.M. | | |
| At Grade | 2 | 5 | 5 | | |
| At Grade | 4 | 20 | 20 | | |

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 368 E-W Road: 1,432 N-S Road: 324 E-W Road: 1,211

Roadway CO Contributions and Concentrations

| | A ₁ | A_2 | A_3 | A, | 8 | С | | | | | |
|---|---------------------|------------|------------|------------|--------------|----------------------|--------------|--------------|--------------|--------------|---|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Esti | mated CO | Concentra | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| A.M. Peak Traffic I North-South Road East-West Road | 1our 3.7 11.9 | 2.7 7.0 | 2.2 5.4 | 1.7 3.8 | 368 1,432 | 10.47 5.98 | 0.14 1.02 | 0.10 0.60 | 0.08 0.46 | 0.07 0.33 | : |

Project Title: DS Ventures Project

Background Information

Roadway Data

Intersection:

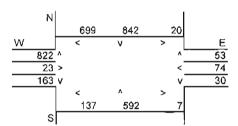
Mulholland Drive and Topanga Canyon Boulevard

Analysis Condition:

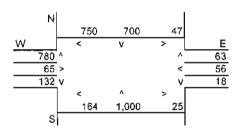
Future (2007) Traffic Conditions (Without Gated Access)

| | | | No. of | Average | Speed | |
|----------------------|--------------------------|--------------|--------|---------|-------|---|
| | _ | Roadway Type | Lanes | A.M. | P,M, | • |
| North-South Roadway: | Topanga Canyon Boulevard | At Grade | 4 | 15 | 15 | |
| East-West Roadway: | Mulholland Drive | At Grade | 2 | 15 | 15 | |

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road: 3,028 E-W Road: 1,918 N-S Road: 3,340 E-W Road: 1,947

Roadway CO Contributions and Concentrations

| | A_1 | A_2 | A ₃ | A_4 | В | C | | | | | |
|---------------------|--------|-----------|----------------|----------|---------|----------------------|--------|-----------|-----------|----------|----|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Esti | imated CO | Concentra | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| | | | | | | | | | | | .5 |
| A.M. Peak Traffic F | lour | | | | | | | | | | |
| North-South Road | 11.9 | 7.0 | 5.4 | 3.8 | 3,028 | 6.97 | 2.51 | 1.48 | 1.14 | 0.80 | 1 |
| East-West Road | 3.7 | 2.7 | 2.2 | 1.7 | 1,918 | 6 97 | 0.49 | 0 36 | 0.29 | 0.23 | ş |

Project Title: DS Ventures Project

Background Information

Nearest Air Monitoring Station measuring CO: Reseda Background 1-hour CO Concentration (ppm): 5.0 3.5 Background 8-hour CO Concentration (ppm): Persistence Factor: 0.6 2007 Analysis Year:

Roadway Data

Intersection:

Mulholland Drive and Topanga Canyon Boulevard

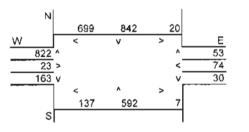
Analysis Condition:

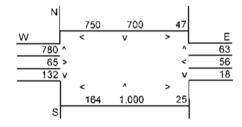
Future (2007) Traffic Conditions (With Gated Access)

| | | | No. of | Average | e Speed | |
|----------------------|--------------------------|--------------|--------|---------|---------|--|
| | | Roadway Type | Lanes | A.M. | P.M | |
| North-South Roadway: | Topanga Canyon Boulevard | At Grade | 4 | 15 | 15 | |
| East-West Roadway: | Mulholland Drive | At Grade | 2 | 15 | 15 | |

A.M. Peak Hour Traffic Volumes

P.M. Peak Hour Traffic Volumes





Highest Traffic Volumes (Vehicles per Hour)

N-S Road: E-W Road:

3,028 1,918

N-S Road: E-W Road:

3,340 1,947

Roadway CO Contributions and Concentrations

| | A ₁ | A ₂ | A_3 | A ₄ | В | С | | | | | |
|---------------------|----------------|----------------|-----------|----------------|---------|----------------------|--------|----------|-----------|----------|--|
| | Refe | erence CO | Concentra | tions | Traffic | Emission | Est | mated CO | Concentra | tions | |
| Roadway | E.O.R. | 25 Feet | 50 Feet | 100 Feet | Volume | Factors ² | E.O.R. | 25 Feet | 50 Feet | 100 Feet | |
| A.M. Peak Traffic H | lour | | | | | | | | | | |
| North-South Road | 11.9 | 7.0 | 5.4 | 3.8 | 3,028 | 6.97 | 2.51 | 1.48 | 1.14 | 08.0 | |
| East-West Road | 3.7 | 2.7 | 2.2 | 1.7 | 1,918 | 6.97 | 0.49 | 0.36 | 0.29 | 0.23 | |
| | | | | | | | | | | | |

00/2000 0:45 FM

URBEMIS 2002 For Windows 8.7.0

F:\MSWord 2004 Projects\DS Ventures-Woodland Hills\Air Quality Data\URBEMIS Run\Construction, le Name:

pject Name: DS Ventures Project Emissions
pject Location: South Coast Air Basin (Los Angeles area)
-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT (Pounds/Day - Summer)

| (Pounds/Day | - Summer) | | | | | | |
|-------------------------------|-------------|-------|-------|-------|-------|---------|-------|
| JSTRUCTION EMISSION ESTIMATES | | | | | | | |
| | | | | | PM10 | PM10 | PM10 |
| ** 2006 *** | ROG | иох | CO | SO2 | TOTAL | EXHAUST | DUST |
| OTALS (lbs/day, unmitigated) | 4.65 | 33.55 | 36.63 | 0.01 | 1.63 | 1.37 | 0.26 |
|)TALS (lbs/day, mitigated) | 4.65 | 33.55 | 36.63 | 0.01 | 1.63 | 1.37 | 0.26 |
| | | | | | PM10 | PM10 | PM10 |
| ** 2007 *** | ROG | NOx | CO | \$02 | TOTAL | EXHAUST | DUST |
|)TALS (lbs/day,unmitigated) | 47.48 | 31.34 | 42.77 | 0.00 | 39.20 | 1.19 | 38.01 |
|)TALS (lbs/day, mitigated) | 47.48 | 31.30 | 41.22 | 0.00 | 1.25 | 1.19 | 0.06 |
| | | | | | PM10 | FM10 | PM10 |
| ** 2008 *** | ROG | йОх | co | SO2 | TOTAL | EXHAUST | DUST |
| OTALS (lbs/day,unmitigated) | 5.06 | 30.85 | 39.88 | 0.00 | 1.10 | 1.07 | 0.03 |
| OTALS (lbs/day, mitigated) | 5.06 | 30.85 | 39.88 | 0,00 | 1.10 | 1.07 | 0.03 |
| Times (1837 day) microgacea, | 5.00 | 30.00 | 33.00 | 0.700 | 2.20 | 2137 | 0.00 |
| A SOURCE EMISSION ESTIMATES | | | | | | | |
| | ROG | NOx | CO | SO2 | PM10 | | |
|)TALS (lbs/day,unmitigated) | 2.36 | 0.47 | 1.38 | 0.01 | 0.00 | | |
| | | | | | | | |
| GRATIONAL (VEHICLE) EMISSION | ESTIMATES | | | | | | |
| | ROG | NOX | CO | SO2 | PM10 | | |
|)TALS (lbs/day,unmitigated) | 2.93 | 2.34 | 34,45 | 0.02 | 3.57 | | |
|)TALS (lbs/day, mitigated) | 2.81 | 2.22 | 32.72 | 0.02 | 3.40 | | |
| | - | | ·- | | • • | | |
| 4 OF AREA AND OPERATIONAL EMI | SSION ESTIN | MATES | | | | | |
| | ROG | NOX | CO | SO2 | PM10 | | |
| | | | | | | | |

>TALS (lbs/day,unmitigated) 5.28 2.81 35.83 0.03 3.58

oth Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

le Name: F:\MSWord 2004 Projects\DS Ventures-Woodland Hills\Air Quality Data\URBEMIS Run\Construction,

PM10

PM10

PM10

oject Name: DS Ventures Project Emissions

yject Location: South Coast Air Basin (Los Angeles area)
-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT (Pounds/Day - Summer)

istruction Start Month and Year: December, 2006

istruction Duration: 24

:al Land Use Area to be Developed: 6.19 acres cimum Acreage Disturbed Per Day: 3.8 acres igle family Units: 37 Multi-Family Units: 0

:ail/Office/Institutional/Industrial Square Footage: 0

ISTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

| Source ** 2006*** | ROG | хОи | co | S02 | TOTAL | EXHAUST | DUST |
|--|-----------------------|---------------|---------------|------|-------|--------------|----------|
| ase 1 - Demolition Emission | ıs | | | | | | |
| pitive Dust | _ | - | _ | _ | 0.25 | _ | 0.25 |
| -Road Diesel | 4.57 0.02 | 32.85 | 35.06 | - | 1.36 | 1.36 | 0.00 |
| -Road Diesel | 0.02 | 0.55 | 0.09 | 0.01 | 0.01 | 0.01 | 0.00 |
| :ker Trips | 0.06 | 0.15 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 |
| 1aximum 1bs/day | 4.65 | 33.55 | 36,63 | 0.01 | 1.63 | 0.00 1.37 | 0.26 |
| ise 2 - Site Grading Emissi | ions | | | | | | |
| jitive Dust | _ | - | | _ | 0.00 | | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| cker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| faximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| ise 3 - Building Constructs | | 0.00 | 0.00 | | 2.00 | 0.00 | 2 22 |
| | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 |
| lg Const Worker Trips :h Coatings Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| th Coatings Ull-Gas | 0.00 | 0.00 | 7 00 | - | - 0 | - | 0.00 |
| th Coatings Worker Trips thalt Off-Gas thalt Off-Road Diesel | 0.00 | u.oo | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| halt Off-Boad Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| whalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| shalt Worker Trips | 0.00 | 0.00 | 0.00 | 0 00 | 0.00 | 0 00 | 0.00 |
| halt On-Road Diesel halt Worker Trips Maximum lbs/day | 0.00 0.00 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| fax lbs/day all phases | 4.65 | 33.55 | 36.63 | 0.01 | 1.63 | 1.37 | 0.26 |
| ** 2007*** | | | | | | | |
| ese 1 - Demolition Emission | n.s | | | | | | |
| ritive Dust | 0.00 | _ | _ | _ | 0.00 | _ | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1aximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| ase 2 - Site Grading Emiss: | ions | | | | | | |
| jitive Dust | | - | - | - | 38.00 | - | 38.00 |
| E-Road Diesel | 5.04 | 31.32 | 42.34 | - | 1.14 | 1.14 | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| :ker Trips | 0.04 | 0.02 | 0.43 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 5.08 | 31.34 | 42.77 | 0.00 | 39.15 | 1.14 | 38.01 |
| ise 3 - Building Construct | | | | | | | <u>.</u> |
| ig Const Off-Road Diesel ig Const Worker Trips | 4.66 | 31.12 | 37.40 | - | 1,19 | 1.19 | 0.00 |
| ig Const Worker Trips | 0.16 | 0.09 | 1.91 | 0.00 | 0.03 | 0.00 | 0.03 |
| ig Const Worker Trips th Coatings Off-Gas th Coatings Worker Trips | 42.50 | - | | _ | _ | | _ |
| on Coatings Worker Trips | 0.16 | 0.09 | 1.91 | 0.00 | 0.03 | 0.00 | 0.03 |
| shalt Off-Band Discal | 0.00 | - | - | - | _ | - | - |
| phalt Off-Road Diesel phalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| shalt On-Road Dieser shalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Marimum lbs/day | 0.00 0.00 47.48 | 0.00 31.30 | 0.00 41.22 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | | 0.00 | 1.25 | 1.19 | 0.06 |
| Max lbs/day all phases | 47.48 | 31.34 | 42.77 | 0.00 | 39.20 | 1.19 | 38.01 |

^{** 2008***}

Source

| <pre>ise 1 - Demolition Emissions gitive Dust</pre> | _ | _ | _ | _ | 0.00 | _ | 0.00 |
|---|--|--|---|--|-------------|---|--------|
| I-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| cker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| faxımum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| sse 2 - Site Grading Emissic | ns | | | | | | |
| pative Dust | - | - | - | - | 0.00 | - | 0.00 |
| T-Road Diesel -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| tker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| iso 3 - Building Construction | | | | | | | |
| <pre>ise 3 - Building Constructio lg Const Off-Road Diesel</pre> | 4.66 | 30.00 | 37.95 | _ | 1.05 | 1.05 | 0.00 |
| lg Const Worker Trips | 0.15 | 0.08 | 1,78 | 0.00 | 0.03 | 0.00 | 0.03 |
| :h Coatings Off-Gas | 0.00 | - | _ | - | - | _ | - |
| th Coatings Worker Trips | 0.00 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| halt Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| shalt On-Road Diesel | 0.04 | 0.76 | 0.15 | 0.00 | 0.02 | 0.02 | 0.00 |
| shalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1aximum lbs/day | 5.06 | 30.85 | 39.88 | 0.00 | 1.10 | 1.07 | 0.03 |
| Max lbs/day all phases | 5.06 | 30.85 | 39.88 | 0.00 | 1.10 | 1.07 | 0.03 |
| | | | | | | | |
| sse 1 Duration: 1 months ilding Volume Total (cubic i ilding Volume Daily (cubic i -Road Truck Travel (VMT): 19 -Road Equipment to. Type 1 Excavators 1 Rubber Tired Dozers 1 Skid Steer Loaders 1 Tractor/Loaders/Back | feet): 600 | .499248 Hor | sepower 180 352 62 79 | Load Factor 0.580 0.590 0.515 0.465 | 6 5 6 | rs/Day 5.0 5.0 5.0 | |
| ase 2 - Site Grading Assumption of the Month/Year for Phase 2: ase 2 Duration: 2 months -Road Truck Travel (VMT): 0 f-Road Equipment to. Type 1 Graders 1 Off Highway Trucks 1 Rubber Tired Loaders 1 Skid Steer Loaders 1 Tractor/Loaders/Back | Jan '07 | | sepower 174 417 165 62 79 | Load Factor 0.575 0.490 0.465 0.515 0.465 | 6 4 6 | rs/Day 5.0 1.0 5.0 5.0 5.0 | |
| ase 3 - Building Construction int Month/Year for Phase 3: ase 3 Duration: 21 months start Month/Year for SubPhas dubPhase Building Duration: Off-Road Equipment Type Off Highway Tractor: Pavers Rough Terrain Forkl Rubber Tired Loader: Tractor/Loaders/Bac start Month/Year for SubPhas dubPhase Architectural Coat start Month/Year for SubPhas dubPhase Asphalt Duration: Acres to be Paved: 0.87 Off-Road Equipment | Mar '07 se Buildin 10.2 mont sifts skhoes se Archite ings Durat se Asphalt | g: Mar '0 hs Hor ctural Co ion: 1 mo : Jan '08 | sepower 255 132 94 165 79 atings: D | Load Factor 0.410 0.590 0.475 0.465 0.465 ec '07 | 6 6 6 | rs/Day 5.0 5.0 5.0 5.0 8.0 | * * |
| Jo. Type | | Hor | sepower | Load Factor | Hour | cs/Day | |
| | | | | | | | |
| ISTRUCTION EMISSION ESTIMAT | ES MITIGAT | ED (lbs/a | ay) | | | | |
| | | | | | PM10 | PM10 | PM10 |

ROG NOX CO SO2 TOTAL EXHAUST DUST

• • ----

| ** 2006*** | | | | | | | |
|---|---|------------------------------|---|----------------------|--------------------------------------|------------------------------|------------------------------|
| ise 1 - Demolition Emissio | ns | | | | | | |
| jitive Dust | _ | _ | _ | _ | 0.25 | _ | 0.25 |
| E-Road Diesel | 4.57 | 32.85 | 35.06 | _ | 1.36 | 1.36 | 0.00 |
| ·Road Diesel | 0.02 | 0.55 | 0.09 | 0.01 | 0.01 | 0.01 | 0.00 |
| :ker Trips | 0.06 | 0.15 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 |
| 1aximum lbs/day | 4.65 | 33.55 | 36.63 | 0.01 | 1.63 | 1.37 | 0.26 |
| • • • • • • • • • | | | | | | | |
| ase 2 - Site Grading Emiss | | | | | | | |
| jitive Dust | - | _ | _ | - | 0.00 | _ | 0.00 |
| E-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| :ker Trips 4aximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| saximum ibs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| ise 3 - Building Construct | ion | | | | | | |
| ig Const Off-Road Diesel | 0.00 | 0.00 | 0.00 | | 0 00 | 0.00 | 2 22 |
| ig Const Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| ch Coatings Off-Gas | 0.00 | - | - | 0.00 | 0.00 | 0.00 | 0.00 |
| ch Coatings Worker Trips | 0.00 | 0.00 | 0,00 | 0.00 | 0.00 | 0.00 | 0.00 |
| halt Off-Gas | 0.00 | _ | - | - | - | - | 0.00 |
| >halt Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| phalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| halt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| laximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| fave the /days -11 | , | ** -* | | | | | |
| Max lbs/day all phases | 4.65 | 33.55 | 36.63 | 0.01 | 1.63 | 1.37 | 0.26 |
| | | | | | | | |
| ** 2007*** | | | | | | | |
| ise 1 - Demolition Emission | ns | | | | | | |
| itive Dust | _ | _ | _ | _ | 0.00 | _ | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| ·Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| :ker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| _ | | | | | | | |
| ise 2 - Site Grading Emiss | | | | | | | |
| itive Dust | _ | - | - | - | 5.67 | - | 5.67 |
| :-Road Diesel | 5.04 | 31.32 | 42,34 | - | 1.14 | 1.14 | 0.00 |
| -Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| tker Trips | 0,04 | 0.02 | 0.43 | 0.00 | 0.01 | 0.00 | 0.01 |
| Maximum lbs/day | 5.08 | 31.34 | 42.77 | 0.00 | 6.82 | 1.14 | 5.68 |
| ise 3 - Building Construct | ion . | | | | | | |
| | 4.66 | 31.12 | 37.40 | _ | 1.19 | 1 10 | |
| ig Const Worker Trips | 0.16 | 0.09 | 1.91 | 0.00 | 0.03 | 1.19 0.00 | 0.00 |
| th Coatings Off-Gas | 42.50 | - | | 0.00 | 0.03 | 0.00 | 0.03 |
| th Coatings Worker Trips | 0.16 | 0.09 | 1.91 | 0.00 | 0.03 | 0.00 | 0.03 |
| halt Off-Gas | 0.00 | - | _ | - | _ | - | 0.05 |
| shalt Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| shalt On-Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0,00 | 0.00 |
| Shalt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 47.48 | 31.30 | 41.22 | 0.00 | 1.25 | 1.19 | 0.06 |
| Max lbs/day all phases | 47 40 | 37 70 | 44 00 | | | | |
| and ites/day all phases | 47.48 | 31.30 | 41.22 | 0.00 | 1.25 | 1.19 | 0.06 |
| | | | | | | | |
| * 2008*** | | | | | | | |
| ase 1 - Demolition Emission | ns | | | | | | |
| jitive Dust | _ | _ | - | - | 0.00 | _ | 0.00 |
| î-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| ·Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00# |
| cker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | ,0.00 |
| faximum lbs/day | | | | | | | 7 |
| • | | | | | | | |
| sse 2 - Site Grading Emiss: | | | | | | | |
| ise 2 - Site Grading Emiss: | - | - | - | - | 0.00 | _ | 0.00 |
| use 2 - Site Grading Emiss: gitive Dust 5-Road Diesel | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 |
| use 2 - Site Grading Emiss: gitive Dust 5-Road Diesel -Road Diesel | 0.00 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| use 2 - Site Grading Emiss: gitive Dust 5-Road Diesel | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 |
| use 2 - Site Grading Emiss: pitive Dust F-Road Diesel -Road Diesel tker Trips 4aximum lbs/day | 0.00 0.00 0.00 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| use 2 - Site Grading Emiss: pitive Dust F-Road Diesel -Road Diesel tker Trips 4aximum lbs/day | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 |
| use 2 - Site Grading Emiss: gitive Dust 5-Road Diesel -Road Diesel sker Trips faximum lbs/day use 3 - Building Constructing Const Off-Road Diesel | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 |
| ise 2 - Site Grading Emiss: gitive Dust 5-Road Diesel -Road Diesel sker Trips faximum lbs/day ise 3 - Building Construct: ig Const Off-Road Diesel ig Const Worker Trips | 0.00 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 |
| use 2 - Site Grading Emiss: pitive Dust f-Road Diesel -Road Diesel rker Trips faximum lbs/day use 3 - Building Construct: ig Const Off-Road Diesel ig Const Worker Trips th Coatings Off-Gas | 0.00 0.00 0.00 0.00 0.00 ion 4.66 0.15 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 |
| ise 2 - Site Grading Emiss: gitive Dust 5-Road Diesel -Road Diesel sker Trips faximum lbs/day ise 3 - Building Construct: ig Const Off-Road Diesel ig Const Worker Trips | 0.00 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 37.95 1.78 | 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 | 0.00 0.00 0.00 0.00 |

|)halt Off-Gas | 0.21 | _ | - | _ | - | _ | - |
|---|-------------|----------|-------------|--------------|-------|------|------|
| halt Off-Road Diesel | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 |
| >halt On-Road Diesel | 0.04 | 0.76 | 0.15 | 0.00 | 0.02 | 0.02 | 0.00 |
| halt Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Maximum lbs/day | 5.06 | 30.85 | 39.88 | 0.00 | 1.10 | 1.07 | 0.03 |
| 1ax lbs/day all phases | 5.06 | 30.85 | 39.88 | 0.00 | 1.10 | 1.07 | 0.03 |
| | | | | | | | |
| sstruction-Related Mitigati | on Measuras | | | | | | |
| istruction keraced Arcigaci | On Measures | | | | | | |
| hase 2: Soil Disturbance: A | pply soil s | tabilize | s to inac | tive areas | | | |
| Percent Reduction(ROG 0.0% | | | | | | | |
| hase 2: Soil Disturbance: F | | | | | ickly | | |
| Percent Reduction (ROG 0.0% | | | | | | | |
| hase 2: Soil Disturbance: W | | | | | | | |
| Percent Reduction (ROG 0.0% | | | | 110 34,0% | | | |
| hase 2: Stockpiles: Cover a | | | | 13.0 0 5.0 \ | | | |
| Percent Reduction (ROG 0.0% nase 2: Unpaved Roads: Wate | | | | 110 9.5%) | | | |
| Percent Reduction (ROG 0.0% | | | | 10 20 001 | | | |
| hase 2: Unpaved Roads: Redu | | | | , | | | |
| Percent Reduction (ROG 0.0% | | | | | | | |
| ase 1 - Demolition Assumpti | | 0 0.00 | 32 0.08 11. | 110 40.01 | | | |
| art Month/Year for Phase 1: | | | | | | | |
| ise 1 Duration: 1 months | | | | | | | |
| ilding Volume Total (cubic | feet): 3000 | | | | | | |
| ilding Volume Daily (cubic | feet): 600. | 499248 | | | | | |
| -Road Truck Travel (VMT): 1 | .9.2 | | | | | | |
| F-Road Equipment | | | | | | | |
| 1o. Type | | Hors | sepower | Load Factor | Hours | /Day | |
| l Excavators | | : | 180 | 0.580 | 6.0 | 0 _ | |
| 1 Rubber Tired Dozers | 3 | | 352 | 0.590 | 5.0 | 0 | |
| 1 Skid Steer Loaders | | | 62 | 0.515 | 6.0 | | |
| <pre>1 Tractor/Loaders/Bac</pre> | ckhoes | | 79 | 0.465 | 6.0 | 0 | |

Horsepower

174

417

165

62

Horsepower

255

132

94

165

79

Horsepower

Load Factor

0.575

0.490

0.465

0.515

0.465

Load Factor

0.410

0.590

0.475

0,465

0.465

Load Factor

Hours/Day

6.0

4.0

6.0

6.0

6.0

Hours/Day

6.0

6.0

6.0

6.0

8.0

Hours/Day

ase 2 - Site Grading Assumptions irt Month/Year for Phase 2: Jan '07

Off Highway Trucks

Rubber Tired Loaders

Tractor/Loaders/Backhoes

BubPhase Building Duration: 10.2 months

Rough Terrain Forklifts

Tractor/Loaders/Backhoes

Off Highway Tractors

Rubber Tired Loaders

ise 3 - Building Construction Assumptions art Month/Year for Phase 3: Mar '07

Start Month/Year for SubPhase Building: Mar '07

SubPhase Architectural Coatings Duration: 1 months Start Month/Year for SubPhase Asphalt: Jan '08 SubPhase Asphalt Duration: 0.5 months

Start Month/Year for SubPhase Architectural Coatings: Dec '07

Skid Steer Loaders

ise 2 Duration: 2 months -Road Truck Travel (VMT): 0

:-Road Equipment

Type

Graders

ase 3 Duration: 21 months

)ff-Road Equipment Type

Pavers

Acres to be Paved: 0.87 Off-Road Equipment Type

10.

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10.

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| A SOURCE EMISSION ESTIMATES Source | (Summer ROG | Pounds per | Day, Unmiti | gated) SO2 | PM10 |
|------------------------------------|----------------|------------|-------------|---------------|------|
| | | | | - | |
| itural Gas | 0.04 | 0.46 | 0.20 | 0 | 0.00 |
| earth - No summer emissions | | | | | |
| andscaping | 0.16 | 0.00 | 1.18 | 0.01 | 0.00 |
| onsumer Prdcts | 1.81 | _ | - | _ | - |
| chitectural Coatings | 0.35 | - | - | _ | - |
| TALS(lbs/day,unmitigated) | 2.36 | 0.47 | 1.38 | 0.01 | 0.00 |
| | | | | | |

UNMITIGATED OPERATIONAL EMISSIONS

| igle family housing | ROG | NOx | CO | \$02 | PM10 |
|-------------------------|------|------|-------|------|------|
| | 2.93 | 2.34 | 34.45 | 0.02 | 3.57 |
| TAL EMISSIONS (lbs/day) | 2.93 | 2.34 | 34.45 | 0.02 | 3.57 |

es not include correction for passby trips. Es not include double counting adjustment for internal trips.

RATIONAL (Vehicle) EMISSION ESTIMATES

alysis Year: 2009 Temperature (F): 90 Season: Summer

FAC Version: EMFAC2002 (9/2002)

mmary of Land Uses:

| ıt Type | Acreage | Trip Rate | No. Units | Total Trips |
|---------------------|---------|--|--------------|--------------------|
| ngle family housing | 6.19 | 9.57 trips/dwelling unit | 37.00 | 354.09 |
| | | Sum of Total Tr Total Vehicle Miles Trave | - | 354.09 2,369.04 |

nicle Assumptions:

et Mix:

| nicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|------------------------|--------------|--------------|----------|--------|
| jht Auto | 61.14 | 1.30 | 98.40 | 0.30 |
| jht Truck < 3,750 lb | s 16.82 | 2.60 | 95.40 | 2.00 |
| iht Truck 3,751- 5,75 | 0 17.93 | 1.20 | 98.10 | 0.70 |
| i Truck 5,751- 8,50 | 0 0.30 | 1.40 | 95.90 | 2.70 |
| te-Heavy 8,501-10,00 | 0 0.05 | 0.00 | 81.80 | 18.20 |
| :e-Heavy 10,001-14,00 | 0.01 | 0.00 | 66.70 | 33.30 |
| i-Heavy 14,001-33,00 | 0 0.04 | 0.00 | 20.00 | 80.00 |
| avy-Heavy 33,001-60,00 | 0 0.04 | 0.00 | 11.10 | 88.90 |
| 10 Haul > 60,000 lb | s 0.00 | 0.00 | 0.00 | 100.00 |
| an Bus | 0.22 | 0.00 | 50.00 | 50.00 |
| :orcycle | 1.78 | 75.00 | 25.00 | 0.00 |
| lool Bus | 0.11 | 0.00 | 0.00 | 100.00 |
| or Home | 1.56 | 7.10 | 85.70 | 7.20 |

evel Conditions

| | Residential | | | Commercial | | |
|-------------------------|---------------|---------------|----------------|------------|----------|----------|
| | Home- Work | Home- Shop | Home- Other | Commute | Non-Work | Customer |
| oan Trip Length (miles) | 11.5 | 4.9 | 6.0 | 10.3 | 5.5 | 5.5 |
| cal Trip Length (miles) | 11.5 | 4.9 | 6.0 | 10.3 | 5.5 | 5.5 |
| ip Speeds (mph) | 35.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |
| of Trips - Residential | 20.0 | 37.0 | 43.0 | | | |

MITIGATED OPERATIONAL EMISSIONS

| ngle family housing | ROG | NOx | CO | \$02 | PM10 |
|-------------------------|------|------|--------------------|------|-----------|
| | 2.81 | 2.22 | 32,72 | 0.02 | 3.40 |
| (AL EMISSIONS (lbs/day) | 2.81 | 2.22 | 32.7 2 5 | 0.02 | 3.40 5 |

es not include correction for passby trips. es not include double counting adjustment for internal trips.

ERATIONAL (Vehicle) EMISSION ESTIMATES

ilysis Year: 2009 Temperature (F): 90 Season: Summer

AC Version; EMFAC2002 (9/2002)

amary of Land Uses:

| it Type | Acreage | Trip Rate | No. Units | Total Trips |
|---------------------|---------|--|--------------|--------------------|
| igle family housing | 6.19 | 9.09 trips/dwelling unit | 37.00 | 336.31 |
| | | Sum of Total Tr Total Vehicle Miles Trave | | 336.31 2,250.06 |

nicle Assumptions:

et Mix:

| nicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|-------------------------|--------------|--------------|----------|--------|
| tht Auto | 61.14 | 1.30 | 98.40 | 0.30 |
| tht Truck < 3,750 lbs | 16.82 | 2.60 | 95.40 | 2.00 |
| tht Truck 3,751- 5,750 | 17.93 | 1.20 | 98.10 | 0.70 |
| i Truck 5,751- 8,500 | 0.30 | 1.40 | 95.90 | 2.70 |
| :e-Heavy 8,501-10,000 | 0.05 | 0.00 | 81.80 | 18.20 |
| te-Heavy 10,001-14,000 | 0.01 | 0.00 | 66.70 | 33.30 |
| 1-Heavy 14,001-33,000 | 0.04 | 0.00 | 20.00 | 80.00 |
| ivy-Heavy 33,001-60,000 | 0.04 | 0.00 | 11.10 | 88.90 |
| ne Haul > 60,000 lbs | 0.00 | 0.00 | 0.00 | 100.00 |
| oan Bus | 0.22 | 0.00 | 50.00 | 50.00 |
| torcycle | 1.78 | 75.00 | 25.00 | 0.00 |
| nool Bus | 0.11 | 0.00 | 0.00 | 100.00 |
| or Home | 1.56 | 7.10 | 85.70 | 7.20 |

ivel Conditions

| 1101 00110110110 | Residential | | | Commercial | L | |
|-------------------------|---------------|---------------|----------------|------------|----------|----------|
| | Home- Work | Home- Shop | Home- Other | Commute | Non-Work | Customer |
| oan Trip Length (miles) | 11.5 | 4.9 | 6.0 | 10.3 | 5.5 | 5.5 |
| cal Trip Length (miles) | 11.5 | 4.9 | 6.0 | 10.3 | 5.5 | 5.5 |
| p Speeds (mph) | 35.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |
| of Trips - Residential | 20.0 | 37.0 | 43.0 | | | |

.00/2000 0:43 EM

MITIGATION OPTIONS SELECTED

sidential Mitigation Measures

sidential Local-Serving Retail Mitigation

ccent Reduction in Trips is 2% (calculated as a % of 9.57 trips/day) ie that the above percent is applied to a baseline of 9.57 and that product is >tracted from the Unmitigated Trips

outs Selected:

> Presence of Local-Serving Retail checkbox was selected.

31dential Transit Service Mitigation

:cent Reduction in Trips is 0.02% (calculated as a % of 9.57 trips/day) ie that the above percent is applied to a baseline of 9.57 and that product is stracted from the Unmitigated Trips outs Selected:

Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 0

> Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 1

Number of Dedicated Daily Shuttle Trips is 0

3idential Pedestrian/Bicycle Friendliness Mitigation

rcent Reduction in Trips is 3% (calculated as a % of 9.57 trips/day) se that the above percent is applied to a baseline of 9.57 and that product is otracted from the Unmitigated Trips

outs Selected:

Number of Intersections per Square Mile is 0
Percent of Streets with Sidewalks on One Side is 0%

? Percent of Streets with Sidewalks on Both Sides is 100%

> Percent of Arterials/Collectors with Bike Lanes or where Suitable,

:ect Parallel Routes Exist is 0%

```
anges made to the default values for Land Use Trip Percentages
e Trip Rate and/or Acreage values for Single family housing
ave changed from the defaults 9.57/12.33 to 9.57/6.19
anges made to the default values for Construction
: user has overridden the Default Phase Lengths
molition Truck Haul Capacity changed from 20 to 14
colition Truck Hauling Miles/Round Trip changed from 30 to 12
:hitectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0052
chitectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0052
ase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
  has been changed from off to on.
ase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
  has been changed from off to on.
ase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
  has been changed from off to on.
ise 2 mitigation measure Stockpiles: Cover all stock piles with tarps
  has been changed from off to on.
ase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
  has been changed from off to on.
ase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
  has been changed from off to on.
inges made to the default values for Area
e hearth option switch changed from on to off.
: landscape year changed from 2005 to 2009.
residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
: nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
inges made to the default values for Operations
; mitigation option switch changed from off to on.
: light auto percentage changed from 54.9 to 61.14.
= light truck < 3750 lbs percentage changed from 15.1 to 16.82.
e light truck 3751-5750 percentage changed from 16.1 to 17.93.
med truck 5751-8500 percentage changed from 7.3 to 0.30.
lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.05.
E lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.01.
e med-heavy truck 14001-33000 percentage changed from 1.0 to 0.04.
heavy-heavy truck 33001-60000 percentage changed from 0.9 to 0.04.
a urban bus percentage changed from 0.2 to 0.22.
e motorcycle percentage changed from 1.6 to 1.78.
school bus percentage changed from 0.1 to 0.11.
e motorhome percentage changed from 1.4 to 1.56.
experational emission year changed from 2005 to 2009.
Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
; Res and Non-Res Transit Service Mitigation changed from off to on.
Res and Non-Res Ped/Bike Mitigation changed from off to on.
```

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS 2002

Project Name: DS Ventures Project nalysis Scenario: Future Operational Emissions

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS 2002 for Windows computer program developed for the Yolo-Solano Air Quality Management District in May 2003. URBEMIS 2002 is programmed with EMFAC 2002 emission factors developed by the California Air Resources

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS 2002. These changes were made to more accurately reflect the nature of the proposed land use. Each of

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared

Vehicle Fleet Mix

URBEMIS 2002 is programmed with the following state-wide average vehicle fleet mix:

| State-Wide Vehicle Type | Total | |
|--|----------------|--------------------|
| Automobiles | 54.9% | |
| Light-Duty Trucks <3,750 pounds | 1 5.1 % | |
| Light-Duty Trucks 3,751-5,750 pounds | 1 6.1% | |
| Medium-Duty Trucks 5,751-8,500 pounds | 7.3% _ | |
| Light-Heavy-Duty Trucks 8,501-10,000 pounds | 1.1% | |
| Light-Heavy-Duty Trucks 10,001-14,000 pound: | 0.3% | 10.60% Total Truck |
| Medium-Heavy-Duty Trucks 14,001-33,000 pou | 1.0% | 10.00% Total Huch |
| Heavy-Heavy-Duty Trucks 33,001-60,000 poun | 0 9% | |
| Line-Haul Vehicles | 0.0% 🚽 | |
| Urban Buses | 0.2% | |
| Motorcycles | 1.6% | |
| School Buses | 0.1% | |
| Motor Homes | 1.4% | |

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use. The percentage of trucks for each land use were

| ITE | | | |
|------------------------|------------------|-------|---------|
| Code Project Land Use: | Truck % | ADT | Truck # |
| 210 Single Family | 0.44% | 354 | 2 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | | 0 | 0 |
| 0 | _ | 0 | 0 |
| | Project Totals: | 354 | 2 |
| | Project Truck %: | 0.44% | |

Vehicle Type Total

URBEMIS 2002 Changes