Addendum to the West Creek Project Final Environmental Impact Report For A Mixed Use Project at the Southwest Corner of Copper Hill Drive and Rio Norte Drive

County Project No. R2015-02901

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Addendum to
The West Creek Project
Final Environmental Impact Report

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I. INTRODUCTION AND PROJECT BACKGROUND

A. Summary

This Addendum to the West Creek Final Environmental Impact Report and Final Additional Analysis, and Supplement to the EIR and Final Additional Analysis (SCH #1998021052), referenced herein as the EIR, has been prepared to evaluate the potential environmental impacts of proposed land use changes on a portion of the previously approved West Creek Project (the Project) in Valencia, California.

This section offers background information on the planning and environmental review process, which has been conducted by Los Angeles County for the project. Section II provides a description of proposed CUP modifications. Section III focuses on potential environmental impacts of the modifications.

B. Project Location

The West Creek project is located in Valencia, an unincorporated area of the Santa Clarita Valley in northwestern Los Angeles County. The West Creek Project area encompasses approximately 966 acres west of San Francisquito Creek. Regional location and project vicinity maps are provided in Exhibits 1 and 2.

C. Project History: Previously Approved West Creek Project

In 1999, a Draft EIR was prepared for the West Creek Project, a mixed use project encompassing approximately 966± acres. The site was mostly undeveloped and included steep hillsides, electrical transmission lines, a Metropolitan Water District (MWD) water line, and flatter terrain along the San Francisquito Creek. At buildout, the project would accommodate the development of:

- 2,545 dwelling units (including 1,806 single-family units and 739 multi-family units);
- 180,000 square feet of commercial retail space;
- a possible 10-acre elementary school site;
- 6.4 acres of private recreation facilities;
- 551 acres of open space;
- 46 acres of other associated community facilities, such as paseos, roads, debris inlets, and water storage reservoirs; and
- Associated infrastructure necessary for the project and region.

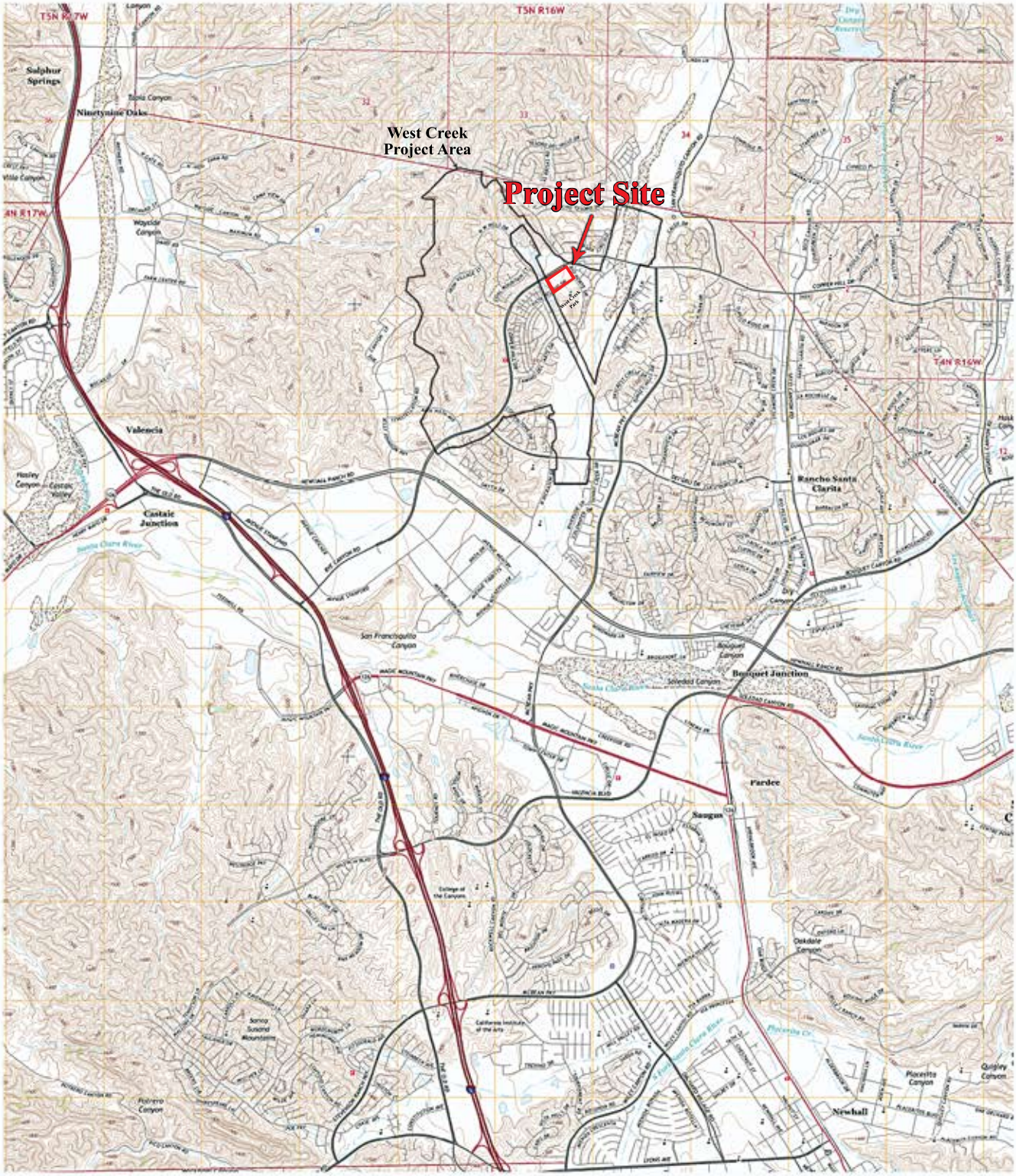
Primary access to the site was planned along an extension of Copper Hill Drive and a network of private internal collector roadways connecting to it. Secondary access was to be provided by Dickason Drive, Decoro Drive, and a planned Decoro Bridge across San Francisquito Creek.

The Los Angeles County Board of Supervisors certified the EIR in September 2000. In 2001, a lawsuit was brought against the project and the court found that the West Creek EIR's cumulative impact analysis did not adequately address or analyze water supplies and reliability, and entitlement issues. An Additional Analysis document was prepared in 2003 to satisfy the court's directives.

In March 2005, the County's Board of Supervisors re-certified the EIR and Final Additional Analysis. In April 2005, additional information regarding the detection of perchlorate in a municipal well was obtained, and a Supplement to the EIR and Final Additional Analysis was prepared to assess its relevance to the West Creek project. The County determined that the circumstances did not require preparation of a subsequent EIR.

The original project was implemented through a Conditional Use Permit (as a Residential Planned Development) and a Vesting Tract Map. Over time, the residential portions of the project area have developed, as has a Junior High School, open space and recreational areas, and all backbone infrastructure. The remaining undeveloped land within the project area includes two commercial sites, one of which is a 8.6 acre parcel located at the southwest corner of Copper Hill Drive and Rio Norte Drive, which is the subject of this Addendum.

In 2014, an Addendum to the West Creek EIR was prepared to evaluate the potential environmental effects associated with a proposed addition of 0.302± acres of land to the previously approved Project, and the development of a recreation center elsewhere within the Project. The Addendum concluded that the proposed CUP modifications would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



Source: USGS 7.5 Minute Quad Map
Newhall, CA 2015

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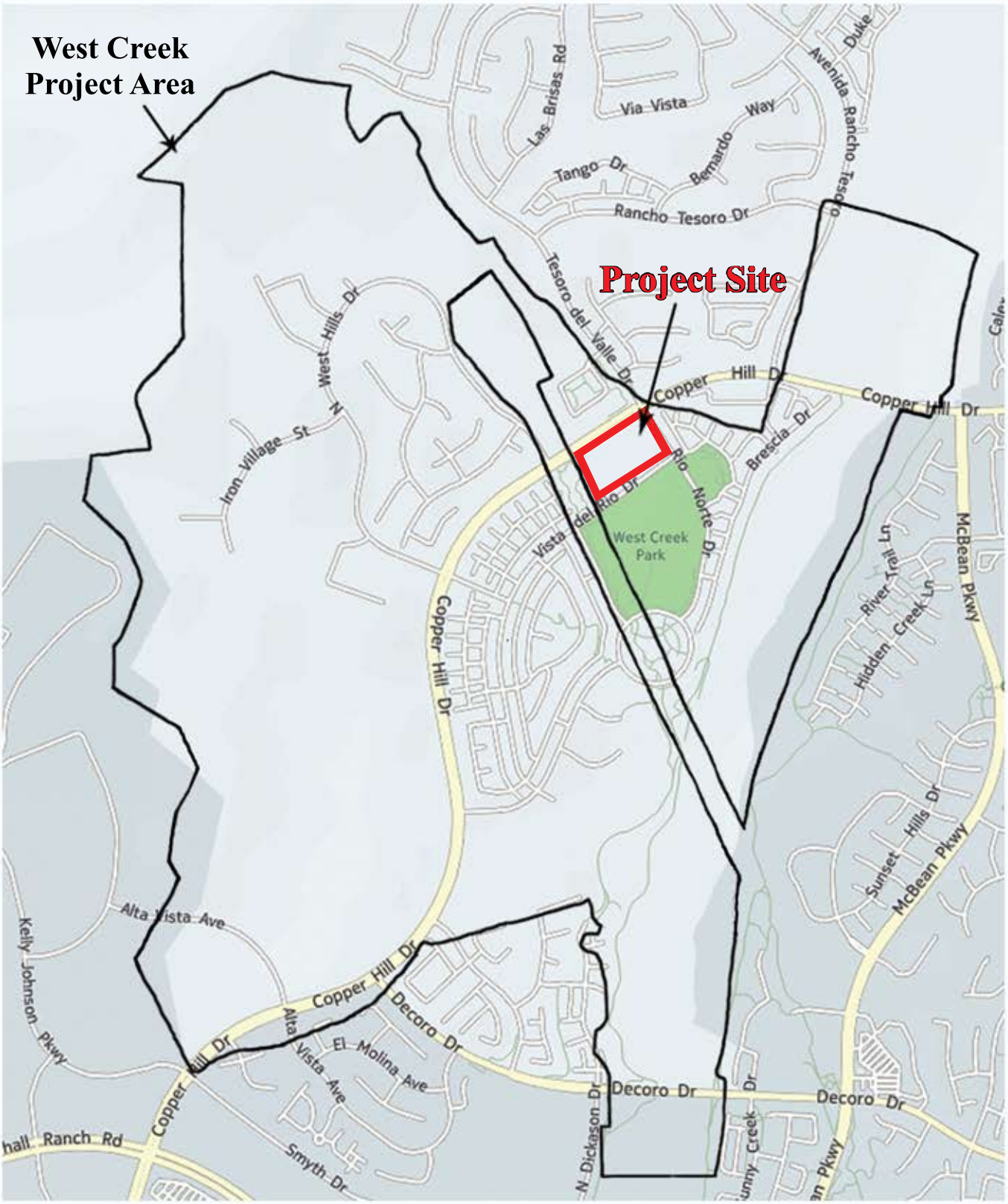
Fountainhead Development
Regional Location Map
Valencia, California

Exhibit

1



Source: USGS 7.5 Minute Quad Map
Newhall, CA 2015

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Fountainhead Development
Project Vicinity Map
Valencia, California

Exhibit
2

II. PROPOSED CUP MODIFICATIONS

A. Subject of this Addendum

The subject of this Addendum is a 8.6 acre portion of the previously approved West Creek project. The subject site is located at the southwesterly corner of Copper Hill Drive and Rio Norte Drive, immediately north of Rio Norte Junior High School, and east of and adjacent to a 175-wide Metropolitan Water District (MWD) property that contains community trails and open space (see Exhibit 3).

B. Previously Approved Land Uses

Consistent with the EIR, development of the West Creek project was to be regulated through a Conditional Use Permit (CUP) that divided the project into two planning areas: Canyon Estates Village and Copper Hill Village. The subject commercial site is located within the Copper Hill Village planning area and is specifically identified as CH-15 in the Project description and EIR. It was designated for commercial uses and, in combination with another commercial site in the West Creek Land Use Plan, provided a total of 17.0 acres that could accommodate a maximum of 180,000 square feet of commercial space at buildout. It was assumed that neighborhood-supporting commercial uses such as food service, banking, dry cleaners, merchandise sales, and food sales would develop on these two sites. The current project site was assigned 107,100 square feet of this total commercial space.

C. Proposed CUP Modifications

Proposed CUP modifications affect only the subject 8.6 acre site at the southwesterly corner of Copper Hill Drive and Rio Norte Drive. The applicant is processing a Conditional Use Permit (CUP) which will govern the development program for the site ("proposed CUP"). The current development proposal on the subject site includes:

1) Neighborhood-serving commercial land uses in two buildings immediately south of Copper Hill Drive (two restaurants with drive-through facilities);
2) A convenience store with fuel pumps at the southwest corner of Copper Hill Drive and Rio Norte Drive;
3) A commercial building immediately north of Vista Del Rio Drive; and
4) An assisted living facility for up to 120 residents immediately north of Vista Del Rio Drive. This facility will require the approval of a Conditional Use Permit.
5) Ancillary facilities for each building, including parking areas, landscaping and trash enclosures.

The proposed site plan is shown in Exhibit 4.

Specific project components are listed in the following table. The project proposes approximately 107,063 square feet of development, including 22,063± square feet of commercial uses and 85,000± square feet of assisted living facilities.

Table 1
Proposed Land Uses

Land Use	**Square Feet**
Building A: Restaurant with drive-through	1,800
Building B: Restaurant with drive-through	2,995
Building C: Convenience Store & fuel pumps	4,968
Building E: General Retail	12,300
Commercial Subtotal:	**22,063**
Building D: Assisted Living Facility, 120 beds	85,000
Total:	**107,063**

The proposed commercial facilities are consistent with what was envisioned and analyzed in the EIR. The assisted living facility represents a change from what was originally analyzed, insofar as no residential component was considered in the EIR on this portion of the Project area. These modifications are the subject of this Addendum, and the potential environmental impacts of the proposed land uses, including the assisted living facility, are evaluated herein.

D. Current Land Use Designations

Development on the subject site is now governed by the Los Angeles County Santa Clarita Valley Area Plan (2012), Los Angeles County Zoning Code, and the West Creek Project (2003).

Santa Clarita Valley Area Plan

The Santa Clarita Valley Area Plan designates the site for General Commercial (CG) uses. This designation allows mixed use development, incorporating multiple family dwellings and commercial uses, subject to the underlying zoning designation. The CG designation requires multi-family dwellings in mixed use developments to have between 6 and 18 dwelling units per acre, and commercial uses in mixed use development to have a maximum Floor Area Ratio (FAR) of 1.0.

County Zoning Code
The subject site is zoned "Neighborhood Business Zone – Development Program" (C-2-DP). According to Section 22.28.160 of the Zoning Code, a broad range of commercial land uses are permitted by right, and "adult residential facilities" are permitted with a CUP in the C-2 zone. Adult residential facilities are defined as those providing "24-hour-a-day nonmedical care and supervision to adults, as defined and licensed under the regulations of the state of California." The assisted living facility will be consistent with this definition. The Development Program zone (DP) requires submittal, evaluation, and adherence to development plans to assure project completion as specified.

West Creek Project
The West Creek Project was authorized through a Conditional Use Permit that included a comprehensive development program for multiple planning areas within the Project. The subject site is designated for retail commercial uses. Maximum building coverage allowed on the subject site is 107,100 square feet (28%). Other development standards are subject to the Zoning Code's requirements (see Exhibit 4).

E. Purpose of an Addendum

Section 15164 of the California Environmental Quality Act (CEQA) Guidelines describe that a Lead Agency is permitted to prepare an Addendum to a previously certified EIR if changes or additions have been made but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred. An Addendum has been prepared in this case because none of the conditions described in Section 15162 have occurred. Specifically:

- No changes are proposed that would require significant revisions to the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- No substantial changes in circumstances under which the project was undertaken will occur that will result in major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- No new information of significant importance, that was not known and could not have been known at the time the certified EIR was prepared, shows any of the following:

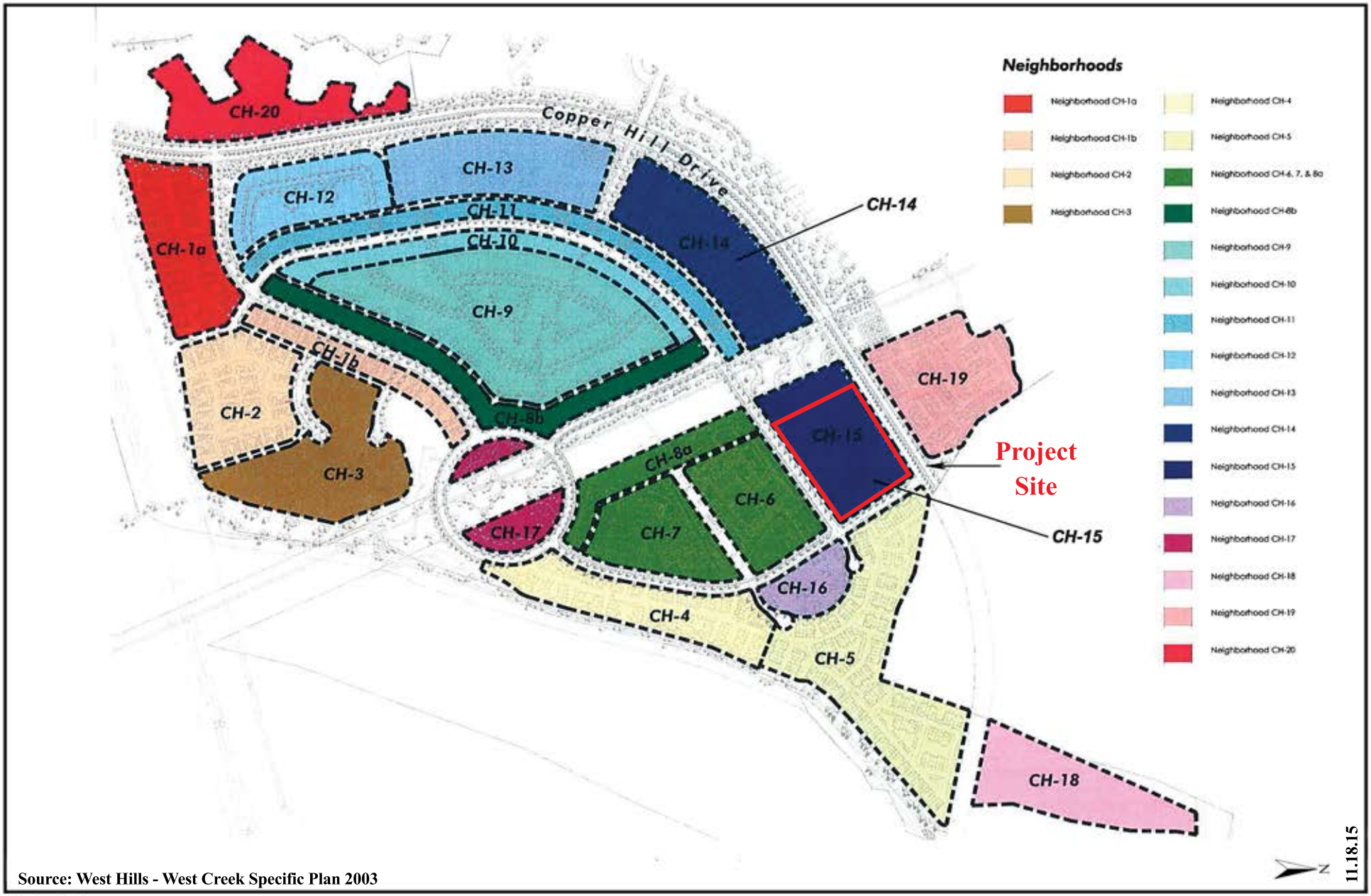
    - The project will have one or more significant effects not discussed in the EIR;

    - Significant effects previously examined will be substantially more severe than shown in the EIR;

- Mitigation measures or alternatives previously found to not be feasible will, in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;

- Mitigation measures or alternatives, which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The following analysis of the proposed CUP supports the conclusion that the proposed modifications to the previously approved West Creek project will not result in any new significant impacts or a substantial increase in the severity of significant impacts that were identified in the EIR. The analysis compares the environmental impacts of the proposal with the impacts identified in the EIR. The Addendum addresses the same environmental topics addressed in the EIR and summarizes potential impacts associated with the proposed land use changes.



Source: West Hills - West Creek Specific Plan 2003

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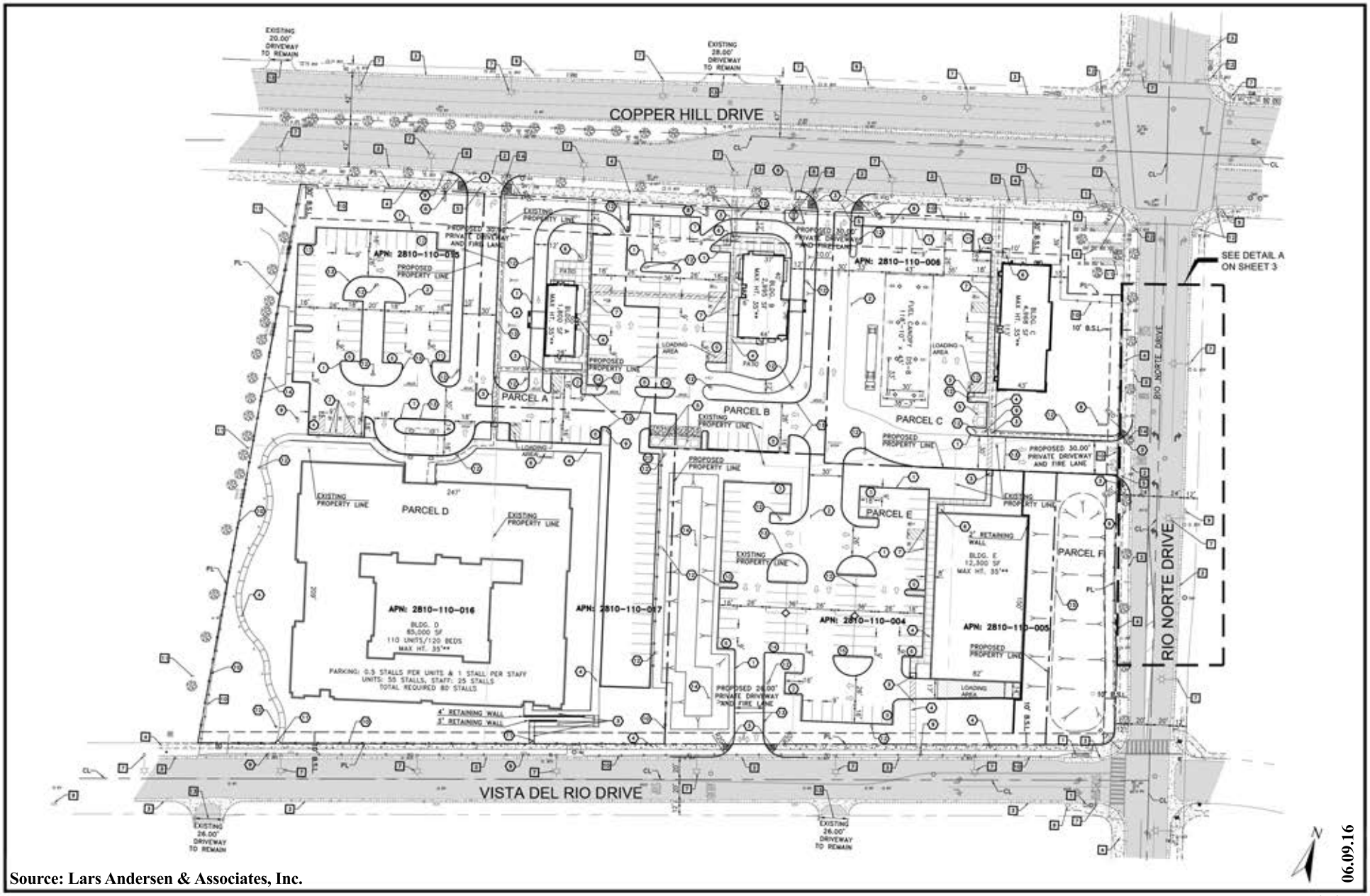
Fountainhead Development
Land Use Plan
Valencia, California

Exhibit
3



Source: Lars Andersen & Associates, Inc.

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Fountainhead Development
Proposed Site Plan
Valencia, California

Exhibit
4

III. IMPACT ANALYSIS

A. Introduction

This section addresses all environmental topics that were analyzed in the West Creek EIR. They are discussed in the same order as in the EIR. Each section includes: 1) summary of findings in the EIR which pertain to the entire West Creek project, including existing conditions, potential project impacts, and recommended mitigation measures, and 2) analysis of environmental impacts for the proposed modifications, including any relevant updated information that could result in new or more intense significant impacts to the project area, if applicable.

B. Geotechnical and Soil Resources

Summary of Findings in West Creek EIR

The geotechnical and soil resources analysis of the West Creek EIR was largely based on the "Geologic and Geotechnical Report, Vesting Tentative Tract 52455, West Creek, Valencia, California," prepared by Allen E. Seward Engineering Geology, Inc. on June 30, 1998. The EIR found that no known historically active earthquake faults traverse the project area. However, given its proximity to the San Gabriel Fault (0.25 miles) and other active faults in the vicinity, the project area is subject to seismic hazards, including strong ground shaking, settlement, and slope failure (landslides, rock falls, debris flows, and surficial failure). Alluvial portions of the project area are subject to seismically-induced liquefaction. Other geologic hazards associated with the composition of surficial soil deposits, including expansive bedrock, seepage of groundwater, corrosivity, and erosion, could also affect the project area.

The EIR determined that, if unmitigated, implementation of the proposed West Creek project would result in significant geotechnical impacts because it would expose humans and structures to geologic hazards. Numerous mitigation measures pertaining to earthwork, trenching, grading, and structural design, and additional mitigation measures addressing specific geologic hazards, were recommended. With implementation of the recommended mitigation measures, no significant unavoidable geologic hazards were anticipated, and impacts to geotechnical resources were determined to be less than significant.

Analysis of the Proposed CUP Modifications

The proposed CUP site, although currently vacant is no longer in its native condition. The entire perimeter of the site has been developed, including street improvements on the north, east and south sides, and a park on the west side. The proposed CUP site will be required to construct the missing sidewalk on its southern boundary, as well as driveway aprons and curb ramps to meet ADA compliance. Beyond the adjacent streets, the residential and school sites have also been completed.

The proposed CUP will introduce 22,063± square feet of commercial space and 85,000± of assisted living space to the project site. The commercial buildings are proposed to be single story structures. The assisted living facility is proposed to be two stories and up to 35 feet in height. The proposed CUP will be subject to standard requirements including current Building Code standards for seismic zones, which are more stringent than those in place at the time that the EIR was certified. The current standard requirements are likely to result in safer structures than what was in place at the time the EIR was certified, resulting in lower potential impacts associated with geological and soil hazards.

Development of the site will result in 12,332 cubic yards of cut, 11,735cubic yards of fill, and a net export of 597 cubic yards. The anticipated over-excavation volume is 1,283 cubic yards. The project will also be subject to the mitigation measures included in the EIR, which include specific requirements for the grading of the site, the installation of drainage structures, backfilling of trenches, and other soils and seismic related issues on the site. The structures proposed are no different than those originally proposed within the project area, insofar as they will be typical single story construction for the commercial component of the site, and two story construction for the assisted living facility. Single and two-story construction has been implemented throughout the Project area, and the proposed CUP will be consistent with surrounding existing development.

No new impacts will result from the construction of the proposed CUP, and the proposed CUP will not require additional mitigation measures, other than those already imposed by the EIR. Impacts will be, as they previously were, less than significant with the implementation of these mitigation measures.

C. Flood

Summary of Findings in West Creek EIR

As stated in the EIR, the project site is located within the 1,634 square mile Santa Clara River watershed. The site is roughly divided into two drainage areas: one empties directly into the Santa Clara River, and the other drains into San Francisquito Creek. The West Creek project was designed to utilize natural drainage courses, open drainage systems, and subsurface drainage conduits to direct storm runoff through the site and to discharge downstream.

The EIR analyzed the effects of storm flows (burned and bulked) during a 50 year Capital Storm event and found that total post-project storm flows would remain similar to existing conditions. The Capital Storm was the standard model established by the County for the analysis of storm flows, based on historic storms in the Los Angeles area. Construction of debris control structures would eliminate the debris leaving the site. Total burned and bulked runoff would increase only slightly due to reductions in erosive areas and construction of onsite drainage facilities that accommodate storm flows from undeveloped areas. Minimal increases in runoff and reductions in debris flows would not significantly affect the Project area post-development, and no significant flooding was expected to occur during a Capital Storm as a result of the project.

The Project's Drainage Concept Plan proposed construction of multiple de-silting inlets and debris walls to prevent debris and sediment from entering storm drainage improvements. Other erosion control measures, such as drainage swales, slope drains, storm drain inlet/outlet protection, and sediment traps, combined with onsite non-erosive surfaces, would reduce total burned and bulked flows and volume of debris and mitigate impacts to the two drainage areas. Additional mitigation measures, including compliance with the National Pollutant Discharge Elimination System (NPDES) program and potential implementation of other Best Management Practices (BMPs), would minimize pollutants entering the storm drain system and water quality impacts. With mitigation, potential impacts relating to flooding, erosion, sedimentation and debris production, and water quality were considered less than significant.

Analysis of the Proposed CUP Modifications

Since certification of the EIR, the backbone flood control improvements required for the Project have been constructed. Regional facilities are in place, and the proposed CUP must connect to these facilities in a manner that does not significantly increase runoff from that originally considered.

The proposed CUP consists of retail development and an assisted living facility. The EIR studied only commercial development on this site, while the proposed CUP includes a residential component. This modification does not affect the total square footage analyzed in the EIR, but does reduce the potential building footprint, and concomitant impermeable surfaces on the site, insofar as it will be two stories in height. The proposed CUP will include a system of internal storm drains that will carry storm flows through the site, and discharge into existing County facilities located on the southeast corner of the site.

Extensive site-specific hydrology analyses have been conducted since preparation of the Master Hydrology study prepared for the EIR for lands surrounding the currently proposed CUP, including West Creek Areas B, C & D Master Hydrology Study Tentative Tract No. 52455 (Psomas 2000), Rio Norte Junior High School Hydrology (Psomas 2001) and the Hydrology Report Supplement for West Creek Development Area C Tract 52455-01 & PD2529. A further site-specific hydrology study was completed to compare the hydrological analysis previously

completed with the current proposal[1]. The purpose of the current hydrology analysis was to consider modifications to the original master drainage plan, and consider whether these modifications would result in different or greater impacts than those described in the EIR.

The current hydrology analysis found that the original study assumed that the project site and adjacent drainage area, now developed as a park, would contain 74% impervious area. The current proposal will result in 47% impervious area, due primarily to the park to the west of the proposed CUP, which was assumed to include parking over half the site at the time the original study was prepared. Because of the reduction in impervious area, the proposed CUP will result in less runoff than was originally analyzed, and a parallel reduction in drainage impacts.

The proposed CUP's hydrology analysis has been undertaken based on the requirements of the EIR and subsequent improvements within the area surrounding the site, and will be required to comply with all applicable mitigation measures in the design and implementation of its drainage system. These include approval by the County of all drainage facilities to ensure that erosion control and siltation are adequately addressed and compliance with the NPDES program.

Further, the project will be required to comply with the County's current standards relating to flood control, storm water pollution and the NPDES program standards. These requirements are more stringent than those that were in effect at the time that the EIR was prepared, and as a result, the proposed CUP will implement a more comprehensive drainage program than what was originally studied. The project will have lesser impacts on storm flows than was originally studied as part of the EIR. As a result, impacts associated with flood control are expected to be less than those originally identified.

D. Biota

Summary of Findings in West Creek EIR

The biological resources analysis of the certified West Creek EIR was largely based on the "SEATAC Biota Report," prepared on October 26, 1998, as well as a review of relevant scientific literature, review of biological studies conducted in the project vicinity, and additional analysis conducted by biologists. The "Western Spadefoot Toad Analysis" prepared by Compliance Biology in June 2004 was also used to evaluate project impacts as part of the project's Additional Analysis document.

The EIR indicated that the West Creek project site lies along a two-mile stretch of San Francisquito Creek. Some of its alluvial terraces had been disturbed by agricultural activities and cattle grazing, but much remained undisturbed. Upland portions of the project area generally remained natural, with some human disturbance in the form of utility tower pads and dirt access roads, casual recreation (hiking, biking, archery course), and illegal activities (shooting, trash

[1] "Hydrology Report Supplement for West Creek Development Area," prepared by Lars Andersen and Associates, April 2015.

dumping). Eight (8) vegetation communities were identified on the project site, largely consisting of coastal sage scrub and chaparral vegetation on the uplands and riparian habitats near the creek bed. Several special-status plant, animal, and vegetation communities were identified as potentially occurring in the project area. A portion of the site was located within Significant Ecological Area (SEA) No. 19 (San Francisquito Creek), an area designated by the County for the purpose of maintaining the habitat of the state- and federally-listed unarmored threespine stickleback. Several wildlife movement linkages were also identified onsite.

The EIR analysis determined that the project would have direct and indirect adverse impacts on biological resources. Numerous mitigation measures were recommended, including riparian habitat replacement, relocation of sensitive species identified on the site, completion of pre-construction nesting surveys, and the completion of state and federal permits for wetland areas. The EIR determined that some impacts would be reduced to less than significant levels. However, unavoidable significant impacts would remain, including some potentially significant cumulative impacts, such as the loss of high biological value riparian and wetlands habitat of the San Francisquito Creek ecosystem.

A site-specific survey in 2004 for the Western Spadefoot Toad yielded several individuals in temporary retention basins constructed after site development work had been completed. These locations did not include the current project site. Under the direction of the California Department of Fish and Game (now Wildlife), individuals were relocated to more suitable areas, and additional mitigation measures were recommended. Potential impacts to the species were not considered significant after mitigation.

Analysis of the Proposed CUP Modifications

The site has been previously graded, and does not retain any natural features. Current vegetative cover consists of grasses and low-lying shrubs. Ornamental landscaping has been installed on the eastern border of the site, as part of parkway improvements for Copper Hill and Rio Norte Drives. The project site is also entirely surrounded by existing development, including streets on its north, east and south boundaries, and a park area on its western boundary. The Project area has been developed, and biological mitigation completed for the broader project.

The project site will result in the same amount of land disturbance as was anticipated in the EIR. The inclusion of an assisted living facility to replace previously considered commercial development will not change the impacts to biological resources. Impacts associated with biota will be identical to those previously analyzed.

E. Visual Qualities

Summary of Findings in West Creek EIR

The Santa Clarita Valley is surrounded by three mountain ranges: the Susana Mountains on the south, the San Gabriel Mountains on the east, and the Piru Mountains on the north and west. The

mountain ranges can be viewed from great distances and are considered significant visual features in the Valley. Topography on the project site varies, with elevations ranging from 1,200 feet to 1,640 feet. At several locations in the valley, portions of the West Creek project site are obscured from view due to varied topography.

The EIR analyzed four long range viewing locations which were determined to be the most visually prominent in the region, and focused on mobile viewers on surrounding roadways. The first viewshed looked west from Decoro Drive; Project development would primarily affect westbound Decoro Drive motorists and residents of west-facing homes off of McBean Parkway in the Northbridge and North Park residential communities. Prominent visual features within this viewshed included the north-south trending ridgeline, the peak, and the electrical transmission towers located in the southern part of the project site. The second viewshed was from Copper Hill Drive; Project development would primarily affect residents of homes at the northeast corner of McBean Parkway and Copper Hill Drive, as well as mobile viewers. Prominent features from this direction included hills that form the north-south trending canyon in the interior of the Project area, fallow agricultural lands, and a Heritage Oak in the mid-ground. The third viewshed was a northerly view of the site from McBean Parkway and would primarily represent those traveling north on McBean Parkway. The West Creek project would obstruct the hills and mountain features that make up the San Francisquito Canyon and Castaic Valley. The fourth viewshed was an easterly view that would represent those traveling north on Dickason Drive. The most prominent visual features in this area included the North Park and Northbridge residential communities, San Francisquito Creek, and Dickason Drive.

Development of the West Creek project was determined to transform the project site from a rural to an urban setting, and changes in the visual character of the project site would be evident from many locations. However, given that project grading and construction would occur in phases, development would be largely clustered within the flatter areas of the property, and the project would be similar in scale and character to existing surrounding development, the EIR found that no significant project-specific visual impacts would occur. Visually dominant landform features would be preserved, including the primary ridgeline, which is visible from all vantage points.

A number of mitigation measures were recommended to further minimize potential visual impacts, including compliance with the County's Hillside Design Guidelines, construction of compatible structures and walls in adjacent developments. Unavoidable cumulative significant impacts included construction of the Decoro Bridge and associated bank stabilization activities. When combined with other ongoing development activities, the EIR determined that Project development would create a significant unavoidable cumulative visual impact. The EIR noted that the area, consistent with the County's General Plan, was urbanizing at a rapid rate, and that a number of projects, in addition to the Project, were proposed. As a result of the implementation of these projects, the visual character of the area would be impacted, and even with the imposition of feasible mitigation measures, cumulative impacts could not be reduced to a less than significant level.

Analysis of the Proposed CUP Modifications

Conceptual building designs have been developed for the proposed CUP. Building A will be constructed to accommodate a restaurant with drive-through, and will consist of an 1,800 square foot building. Buildings B will accommodate a restaurant with drive-through of 2,995 square feet. A gasoline fueling station and 4,968 square foot convenience store (Building C) are proposed at the northeastern corner of the proposed CUP. Building D is proposed to consist of up to 85,000 square feet to accommodate up to 120 assisted living beds, to be located at the southwest corner of the site. This structure is proposed to be two stories and 35 feet in height. Under the C-2 zoning standards, the maximum potential height of any structure could be up to 35 feet. Building E will consist of 12,300 square feet of retail commercial uses.

The architectural style for the project is contemporary. Commercial buildings will be primarily flat-roofed structures, with tower elements that provide a peaked roof. The assisted living facility will have a more residential style, and will include a varied façade on all sides, featuring balconies and peaked roofs. The exterior finishing will be plaster with a light sand finish, simulated wood siding, wood window trim and either metal or fabric awnings. A standing seam metal roof is proposed for tower elements. Colors are proposed to be earth tones, with considerable color variations provided on each building for visual interest.

The proposed CUP will develop a relatively small portion of the Project area. The viewsheds analyzed in the EIR focused on regional views of the hillsides, and not on individual project components. The proposed CUP, being consistent in scale and mass with what was originally planned for the site, will therefore not result in any changes to the analysis, impacts or mitigation originally considered.

In the context of the current conditions in the area of the proposed CUP, the proposed CUP is surrounded by existing three-story townhomes to the north; two story residences to the east; a generally single story junior high school to the south, and a park and trail area to the west. The mass and scale of the proposed CUP is consistent with the existing surrounding development. The architectural style of the proposed CUP is in a similar style to that of surrounding development. The two story assisted living facility is proposed for the southwest corner of the site, at a distance of more than 320 feet from the closest residential units to the north, and 500 feet from the closest residences to the east. The distance provided between existing residential buildings and the proposed two story component of the project will further reduce the potential visual impacts associated with a 35 foot building height. The proposed CUP will integrate into the visual landscape of the area when constructed. Impacts associated with visual resources are expected to be consistent with those studied in the EIR.

F. Traffic/Access

Summary of Findings in West Creek EIR

At the time the West Creek project was evaluated in the EIR, the site included no public roadways, and the alignment for the planned Copper Hill Drive was under construction. Since that time, all arterial roadways serving the proposed CUP and surrounding area have been constructed. The project traffic analysis used three scenarios to assess project impacts on the circulation system: 1) Ambient Growth Scenario, 2) Interim Year Scenario, and 3) Long Range Cumulative Scenario.

The analysis found that the Project would generate approximately 35,400 average daily trips (ADT), of which 65% would be from residential land uses and 35% would be from non-residential uses. For the proposed CUP site, the EIR anticipated that 7,124 average daily trips (ADT) would be generated by the proposed 107,100 square feet of commercial development. The study further determined that 166 trips would be generated in the morning peak hour, and 657 trips would be generated in the evening peak hour.

The Project traffic analysis used ITE 6th Edition for its analysis, and further used Land Use Code 820, Shopping Center. The uses typical of the shopping center category range from offices to restaurants, managed as a unit.

The Project was found to result in significant impacts on some roadway segments and intersections. A number of mitigation measures were identified, including the construction of Project arterials that were a part of the Project but not constructed, that would fully mitigate these impacts. Because of the undeveloped nature of the Project at the time, the majority of mitigation measures were associated with the regional transportation system, not with local roads within the project. In the area of the project site, the construction of Copper Hill Drive as a four lane roadway was required, and has since been completed.

The EIR determined that the Project would not significantly impact any Congestion Management Program (CMP) locations. Project-related cumulative impacts would be adequately mitigated to less than significant levels. With mitigation, no unavoidable significant project or cumulative impacts would occur.

Analysis of the Proposed CUP Modifications

The proposed CUP will provide immediate access to Copper Hill Drive, Vista Del Rio Drive, and Rio Norte Drive. Two right-in-right-out access points are proposed for Copper Hill Drive – one before Buildings A and one between Buildings B and the fuel pumps and Building C. One access point is proposed on Rio Norte Drive south of Building C. And one access point is proposed on Vista Del Rio Drive, between buildings D and E.

An assessment of traffic impacts was conducted for the proposed CUP[2] (please see Appendix A). The purpose of the assessment was to compare the trip generation and traffic impacts originally studied in the EIR with those anticipated for the proposed CUP. In this case, the analysis focused on the proposed changes to the project that would introduce an assisted living facility onto the site, where commercial development had been proposed previously. The overall square footage anticipated for the site will not change as a result of the proposed CUP, but the types of land use would now include a residential component.

The traffic analysis utilized the West Creek Traffic Study as the basis for its analysis, and compared the originally anticipated trips at the project site, described above, with those expected from the proposed CUP. The traffic analysis for the proposed CUP included a reduction for pass-by trips (those trips already on the road system that would stop at one of the proposed CUP's land uses on their way to another location), consistent with ITE and County standards. The current analysis did not reduce the trip generation for internal trips (trips within the project between project land uses), in order to provide a conservative estimate of likely traffic impacts at the site.

The traffic analysis developed trip generation rates based on the Land Use Codes for each proposed use within the Project, including service station with minimart, coffee shop with drive-through, fast food restaurant with drive-through, specialty retail and assisted living. The analysis found that the proposed CUP is expected to generate approximately 4,828 daily vehicle trips, with 338 trips expected to occur during the morning peak hour and 367 trips expected to occur during evening peak hour. This represents a decrease of 2,296 trips overall, an increase of 172 trips in the morning peak hour, and a decrease of 290 trips in the evening peak hour from those impacts previously analyzed.

The analysis shows that the proposed CUP will have fewer overall daily trips, and fewer trips entering and exiting the project during the evening peak hour. Overall traffic impacts, and impacts during the evening peak hour, are therefore expected to be less than what was originally studied in the EIR.

During the morning peak hour, the proposed CUP is anticipated to generate 338 trips, while the originally studied project was expected to generate 166 morning peak hour trips, or 172 more than were considered in the EIR. The analysis then compared the volume to capacity ratio calculated for the Interim Year intersection analysis in the EIR traffic study with volume to capacity ratios substituted with those of the proposed CUP. The analysis found that the substitution of the proposed CUP will have no impact on intersection capacity utilization, and that all intersections will operate at the same level of service as was originally anticipated.

[2] "Fountainhead Development Trip Generation Comparison," prepared by Kunzman Associates, May 22, 2016.

In conclusion, the proposed CUP will not have any additional or increased impacts on the area's circulation system, and overall impacts are expected to be equivalent to those previously analyzed.

G. Noise

Summary of Findings in West Creek EIR

When the West Creek project was proposed, the project site was undeveloped and primarily used to provide access to Southern California Edison electrical transmission facilities, Valencia Water Company facilities, and other easements onsite. Noise generated on private, unpaved access roads was infrequent and unappreciable. Noise generated by off-site point sources and roadways was within acceptable standards.

Development of the West Creek Project was anticipated to produce noise from three primary sources: construction activity, on- and off-site vehicular traffic, and point sources, including residential, commercial, and educational facilities. The EIR determined that the project could result in some mobile-source noise impacts that would exceed noise compatibility standards, but no adverse project impacts to off-site sensitive locations would occur. Point source noise generated by on-site and off-site sources was not expected to exceed accepted noise standards.

The EIR included several mitigation measures to reduce project-related noise impacts, including adherence to the County of Los Angeles Construction Equipment Noise Standards, limiting construction activities to appropriate hours, conducting additional acoustical studies, and adherence to applicable County ordinances pertaining to deliveries and screening of air conditioning and refrigeration units. Cumulative noise impacts would occur as a result of increased traffic on local roadways, but no unavoidable significant on-site or off-site noise impacts were expected.

Analysis of the Proposed CUP Modifications

The proposed CUP's primary noise generation source will be vehicular traffic generated by the project, as well as stationary noise sources such as refrigeration or HVAC units. Noise levels at the commercial land uses within the proposed CUP are expected to be consistent with those analyzed in the EIR, insofar as the land uses have not changed from what was previously proposed. Noise levels associated with the assisted living facility will be different from those originally studied, both in terms of the noise the land use will generate, and in terms of the land use's susceptibility to noise.

As described above, the traffic analysis prepared for the proposed CUP concluded that the number of average daily trips generated at the project site would be less than those originally identified in the EIR. This reduction is due primarily to the introduction of the assisted living facility, which will generate considerably fewer trips than the equivalent square footage of commercial development. As a result of this reduction in trips, it is also expected that the

proposed CUP will generate lower noise levels for the assisted living facility than were originally anticipated for the site.

The assisted living facility is likely to result in a higher number of ambulance calls than the commercial component of the project. Ambulance or similar emergency response vehicles would increase the frequency of short-term sirens accessing the site. Sirens will increase noise levels for short periods at and surrounding the site. The short-term nature of the noise created by sirens, however, does not contribute to an increase in CNEL noise levels, and will not exceed the CNEL noise level threshold on or surrounding the property.

The introduction of the assisted living facility will place a sensitive receptor on the site, where no such sensitive receptor was anticipated in the EIR. The EIR considered noise levels along Copper Hill Drive, and found that in the area of the proposed CUP, noise levels at 50 feet from the centerline of that roadway would be 65 dBA CNEL. The 60 dBA CNEL contour occurs at 213 feet of distance from the centerline of the roadway. The acceptable noise level for residential land uses is 60 dBA CNEL. The proposed assisted living facility will be located over 280 feet south of the centerline of Copper Hill Drive at its closest point. The noise levels at the assisted living facility are expected to be well below the 60 dBA CNEL threshold. Noise levels on local streets were also analyzed, and all, including those adjacent to the project site, were predicted to result in noise levels below 65 dBA CNEL at 50 feet from centerline. Finally, as described above, the primary source of noise on and around the project site will be generated by vehicles. The uses surrounding the proposed assisted living facility will generate traffic and associated noise. However, because of the low volume of onsite traffic, noise levels are expected to be well below the 65 dBA CNEL standard. Impacts of noise at the project site's sensitive receptor, therefore, are expected to be less than significant.

Noise from the proposed CUP will result from increased activity and traffic generated by the residents and users of the area. However, noise levels should be expected to be less than what they would have been had a commercial building been developed instead of the assisted living building, and noise levels at the assisted living facility will be below significance thresholds. Therefore, no new or substantially greater noise impacts beyond those previously identified in the EIR would occur as a result of the proposed CUP.

H. Air Quality

Summary of Findings in West Creek EIR

The project site is located in the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which is responsible for establishing air quality criteria and management policies for the air basin and neighboring air basins. There are two climatic types in the area: valley marginal and high desert. Primary mobile source emissions are from vehicular traffic, and primary stationary source emissions are from heating, cooking, and ventilation equipment at residential, commercial, and industrial facilities. The Santa Clarita Valley area has historically exceeded State and federal standards for ozone and particulate matter

(PM_{10}). However, emissions generated on the West Creek project site were negligible at the time the EIR was prepared, as the westerly portion of the site contained only fire roads, electrical transmission lines, and Metropolitan Water District's (MWD) water line, and the easterly portion had historically been used for agricultural production.

The EIR determined that the West Creek project would generate two types of air pollutant emissions: construction-related and operation-related. Construction-related air pollutants would be generated by heavy-duty construction vehicles, construction worker vehicles, and energy use. Operational emissions would include pollutants generated by automobiles, on-site natural gas use, off-site electric power generation, and the operation of on-site commercial activities, such as dry cleaners and restaurants. Emissions modeling indicated that project-generated emissions would exceed recommended thresholds and represent a significant air quality impact.

Several project-specific design features were expected to reduce emissions to some extent, including the provision of paseos/trails and commercial services in close proximity to residential development, which would reduce automobile use and mobile emissions. A number of additional construction and operational mitigation measures were recommended; however, modeling indicated that emissions would continue to exceed SCAQMD's thresholds of significance. It was determined that emissions released would be considered an unavoidable significant impact. Further analysis indicated that the project would also result in significant unavoidable cumulative air quality impacts.

Analysis of the Proposed CUP Modifications

The proposed CUP will contribute to air quality impacts in the region. The methodology and standards associated with air quality analysis have changed since the certification of the EIR. As a result, air quality analysis was conducted for the proposed CUP, to reflect current standards and conditions. The analysis was undertaken for both the originally approved project (all commercial, up to 107,100 square feet), and the currently proposed CUP (commercial and assisted living, 107,063 square feet of space). Development of the site will result in 12,332 cubic yards of cut, 11,735 cubic yards of fill, and a net export of 597 cubic yards. The anticipated over-excavation volume is 1,283 cubic yards. Please see Appendix B for modeling data.

As shown in Tables 2 and 3, under current methodologies, the all-commercial project would exceed SCAQMD's current thresholds for significant impacts associated with NOx during operation of the proposed CUP. These emissions are primarily associated with the higher volume of traffic that can be expected from an all commercial project.

Table 2
All-Commercial Alternative
Construction Emissions Summary
(lbs./day)

Maximum Emissions	CO	NOx	ROG	SOx	PM_{10}*	$PM_{2.5}$*
2016	57.52	84.56	7.17	0.08	10.18	6.63
2017	28.27	30.34	61.36	0.05	3.24	2.10
SCAQMD Threshold	550.0	100.0	75.0	150.0	150.0	55.0
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. Average summer and winter emissions.
* Emissions shown include reductions from site watering and soil stabilization.

Table 3
All-Commercial Alternative
Operational Emissions Summary
(lbs./day)

Maximum Emissions	CO	NOx	ROG	SOx	PM_{10}	$PM_{2.5}$
2017	289.41	64.28	45.32	0.53	35.81	10.12
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0	55.0
Significant	**No**	**YES**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. Average summer and winter emissions.

For the currently proposed CUP, the results of the analysis show that no SCAQMD threshold will be exceeded, as shown in Tables 4 and 5.

Table 4
Construction Emissions Summary
Currently Proposed CUP
(lbs./day)

Maximum Emissions	CO	NOx	ROG	SOx	PM_{10}*	$PM_{2.5}$*
2016	57.52	84.56	7.17	0.08	10.18	6.63
2017	31.65	30.64	61.23	0.05	3.91	2.29
SCAQMD Threshold	550.0	100.0	75.0	150.0	150.0	55.0
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. Average summer and winter emissions.
* Emissions shown include reductions from site watering and soil stabilization.

Table 5
Operational Emissions Summary
Currently Proposed CUP
(lbs./day)

Maximum Emissions	CO	NOx	ROG	SOx	PM_{10}	$PM_{2.5}$
2017	200.24	42.18	34.01	0.33	21.36	6.17
SCAQMD Threshold	550.0	55.0	55.0	150.0	150.0	55.0
Significant	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2013.2.2. Average summer and winter emissions.						

As demonstrated above, the currently proposed CUP will result in lower air quality impacts than the original project. The project will, however, contribute to cumulative impacts, and when added to other Project development, will result in significant impacts associated with air quality.

However, as was determined with certification of the EIR, these impacts have been addressed in the Findings and Statement of Overriding Conditions adopted for the Project, which determined that the economic and social benefits of the Project outweighed the potential impacts associated with air quality. Because the currently proposed CUP would generate air quality impacts that are below current thresholds, and the County determined that cumulative impacts were acceptable when weighed against the benefits of the Project overall, the impacts associated with air quality will be equivalent to those analyzed in the EIR.

I. Water Resources

Summary of Findings in West Creek EIR

At the time the West Creek project was analyzed in the EIR, the project site was undeveloped, and no potable water was consumed onsite. The Project was located within the water service area of the Castaic Lake Water Agency (CLWA) and partially within the retail service area of the Valencia Water Company (VWC). It was estimated that the Project would consume approximately 2,194 acre-feet of water per year (AFY). The EIR found that the project would not result in significant impacts to existing water supplies or delivery infrastructure. No significant cumulative impacts to water availability or quality, and no unavoidable significant impacts were anticipated.

In 2003, following Court-ordered directives, a "Final Additional Analysis" report was prepared to revise and re-assess the EIR's cumulative impacts analysis pertaining to water resources, specifically to analyze the difference between State Water Project entitlements and actual available supplies and associated project impacts. Two water supply scenarios were evaluated: 1) SB610 Water Supply Scenario, in which it was concluded that sufficient water supplies would be available at the time the West Creek project was ready for occupancy to meet the needs of the project plus existing and planned land uses, and, 2) Santa Clarita Valley 2025 Build-out

Scenario, in which it was assumed that lands would build out under current County Area Plan and City General Plan land use designations by year 2025, and it was concluded that available water supplies would exceed demand in both cases. The analysis concluded that the project would not result in significant cumulative impacts with respect to water availability.

The Final Additional Analysis (2003) and Supplement to the West Creek Project Environmental Impact Report and Final Additional Analysis (2005) both analyzed the ability of local water purveyors to deliver adequate and reliable water supplies to customers in light of the presence of ammonium perchlorate detected in local groundwater. The Supplement specifically addressed perchlorate detected at VWC's Well Q2, an alluvial well. It was determined that the presence of perchlorate had not significantly impacted the water supplies used to meet demand in the Santa Clarita Valley. Effects examined were not shown to be substantially more severe than those shown in the EIR.

Since certification of the EIR, all backbone water infrastructure has been constructed, and the Project area is served by existing water lines, storage tanks, and other infrastructure. Much of the Project has been developed.

Analysis of the Proposed CUP Modifications

The Additional Analysis prepared for the Project quantified water use by land use type, and provided factors for these land uses. In that analysis, commercial retail land uses were determined to demand 2.80 acre feet of water per acre annually, while residential land uses were determined to demand 0.67 acre feet of water per unit annually. Using these factors, the previously approved all-commercial project would have generated a demand for 24.1 acre-feet of water (8.6 net acres X 2.80 acre feet). The water use for the approved project represented 1.1% of the total water demand for the Project area. The currently proposed CUP includes 5.26 acres of commercial retail development, and an assisted living facility for up to 120 persons. The average household size for a residential unit in Santa Clarita is 3.10 persons. For purposes of this analysis, therefore, it was assumed that the assisted living facility would result in 39 equivalent dwelling units (EDU)(120 residents, divided by 3.10=39 EDU). The resulting water demand for the currently proposed CUP is 40.8 acre feet annually. The water use from the currently proposed CUP will represent an increase of 16.7 acre feet annually in domestic water use. However, this analysis reflects 15 year old data. The VWC currently reports that residential water use is 109 gallons per day, or 0.12 acre feet per year. When that figure is applied to the 39 EDU anticipated on the project site, the assisted living facility will generate a demand for 4.7 acre feet per year, and the proposed CUP will generate a total demand of 19.4 acre feet per year, a reduction of 4.7 acre feet per year over what was analyzed in the EIR.

The proposed CUP is anticipated to generate a demand for water that is less than analyzed for several reasons. First, the current Building Code requires the installation of more water efficient fixtures and appliances than what was allowed when the EIR was certified. Second, the water restrictions in place as a result of the drought will be implemented for the proposed CUP at the time construction occurs. The project will be subject to these restrictions, whether current or

future. Finally, the proposed CUP includes a drought tolerant landscape plan which will result in lower water use than was originally anticipated with the EIR. These factors combine to result in impacts to water resources which will be less than those originally analyzed in the EIR.

J. Wastewater Disposal

Summary of Findings in West Creek EIR

At the time the EIR was prepared, the West Creek project site was undeveloped and generated no wastewater. The site was located in the service area of County Sanitation District 32. It was estimated that the project would generate approximately 0.66 million gallons of wastewater per day, which would be conveyed through proposed onsite sewer improvements and treated at the Valencia Water Reclamation Plant. Proposed improvements included a 10-inch sewer main in Copper Hill Drive, a 21-inch main in Dickason Drive, and a network of 8- to 21-inch mains that would generally follow roadway alignments.

The EIR noted that all sewer mains would be sized, at a minimum, to accommodate sewage flows from the Project area. Because the existing 8-inch sewer main in Dickason Drive was not sufficient to accommodate flows generated by the eastern portion of the Project, and including the current project site, construction of a 21-inch line within Dickason Drive, from the intersection of Rye Canyon Road and Avenue Scott was required prior to development in the eastern tributary of the site. With construction of this line, no significant project-related impacts to off-site sewage would occur.

The EIR further analyzed that the Project area would generate 660,415 gallons per day in wastewater flows, and that the Project development flows would be treated at two plants operated by Santa Clarita Valley Joint Sewerage System (SCVJSS), which had a capacity of 19.1 million gallons per day. Adequate treatment capacity was available, and no significant project-related impacts on wastewater treatment facilities were anticipated. Several mitigation measures, including the payment of sewer facility connection fees, were provided to assure potentially significant cumulative wastewater impacts would be avoided.

Analysis of the Proposed CUP Modifications

Since certification of the EIR, all backbone infrastructure has been constructed within the Project area, including wastewater infrastructure. The proposed CUP varies from the original analyzed project insofar as it will include an assisted living facility which will generate residential rather than commercial wastewater flows. The analysis in the original EIR estimated that the all-commercial project would generate a demand for approximately 10,710 gallons per day. This original demand seems to be a lower value than the maximum wastewater flow allocation for the site. The County Sanitation District of Los Angeles County has estimated that the CUP, including both commercial and residential land uses, will generate a demand for 23,711 gallons per day in wastewater flow. A sewer analysis was completed for the proposed CUP, including both commercial and residential land uses. Since this proposed CUP is to be developed as a single lot, the maximum allocated discharge is calculated based on the existing commercial zoning and the zoning coefficient. The analysis found that the proposed CUP would result in

wastewater flows of 23,022 gallons per day, or 57,555 gallons per day for peak flow, while the maximum allocated discharge is 83,552 gallons per day, and concluded that the conveyance system has sufficient capacity to accommodate the proposed CUP.

Wastewater is conveyed to two wastewater treatment plants operated by the Santa Clarita Valley Joint Sewerage System (SCVJSS). The Saugus and Valencia plants have a total capacity of 28.1 million gallons per day. The plants are currently treating 19.1 million gallons per day. The SCVJSS has plans to increase capacity by 9 million gallons per day, but these plans have not been implemented. However, based on the District's calculation, and stated ability to serve the proposed CUP, the impacts associated with implementation of the currently proposed CUP are expected to be equivalent to those studied in the EIR.

K. Police Services

Summary of Findings in West Creek EIR

Police services on and around the West Creek project site are provided by the County of Los Angeles Sheriff's Department, Santa Clarita Valley Substation. The station is located approximately 3 miles from the West Creek project site near the intersection of Magic Mountain Parkway and Valencia Boulevard. At the time the EIR was certified, there was a staff of 166 sworn officers serving a population of about 170,000 people. The California Highway Patrol (CHP) provided traffic regulation enforcement for the unincorporated Santa Clarita Valley, including the project site. The CHP station in Valencia was staffed by 71 road patrol officers and 9 special duty officers.

According to the EIR, implementation of the project would require an additional eight sworn officers. At build out, it was anticipated that, after fully funding all required governmental services, including Sheriff services, the project would generate a surplus of revenue for the County of Los Angeles through property taxes, sales taxes, user taxes, fees and assessments. No project-related declines in response times, adverse impacts to CHP, or adverse impacts to emergency evacuation plans were expected. The EIR noted that future review and approval of building plans by the County Sheriff's Department would further ensure adequate public safety. No significant project-related impacts were identified.

Analysis of the Proposed CUP Modifications

The Los Angeles Sheriff's Department continues to provide police protection services to the project area. As population has increased, the Department has expanded its services. The proposed CUP will generate a similar demand for police services, including both the Sheriff for local service, and CHP for regional service, which may be slightly less than was originally considered, given the assisted living facility land use. Despite the new addition, the changes will not result in a substantial increase of police services above those previously analyzed. As a result, no new impacts to police protection services beyond those previously identified in the EIR would occur as a result of the proposed CUP modifications.

L. Fire Services and Hazards

Summary of Findings in West Creek EIR

When the EIR was prepared, fire protection and medical response services for the project area were provided by the Los Angeles County Fire Department and included seven fire stations and three fire camps for wildland fire suppression. An additional fire station was in the process of being built near the intersection of Citrus Street and Valencia Boulevard. Two fire stations were located within 5 miles of the West Creek project site: Station 111 is approximately 3.75 miles from the project site, and Station 76 is 3.5 miles away from the project site. The other 5 stations are located more than 5 miles away and are available for backup support.

The project site is located in Fire Zone 4, which represents High Fire Hazard areas, as designated by the County Forester. Development within Fire Zone 4 is required to meet building construction requirements set forth by the County Fire Code and Building and Safety Code. The Los Angeles County Fire Department Developer Fee Program requires the applicant to pay fees that would provide additional funds for the operation and staffing of the fire stations that are expected to serve the project.

The EIR determined that project-related construction impacts would not result in significant adverse impacts to fire facilities and services. Mitigation measures were incorporated into the project proposal, including a water delivery system, which provides adequate fire flows to the project site, and a roadway system that provides adequate access to and through the site. Developer Fees were determined to be sufficient to fund the project's share of increased capital costs, and wildland fire hazards would be reduced to less than significant levels through adherence to applicable County subdivision, Fire Code, and other standards. Additional mitigation measures were identified in the EIR. No significant cumulative or unavoidable impacts were anticipated.

Analysis of the Proposed CUP Modifications

The proposed CUP modifications are consistent with the County Zoning Ordinance in terms of permissible uses, including the assisted living facility. The County of Los Angeles Fire Department continues to provide fire and emergency services to this community.

Similar to the previous project, the proposed CUP modifications would be required to follow County Building and Safety and Fire Code requirements for Fire Zone 4, as well as conditions of approval specified by the Los Angeles County Fire Department. The fire station located on Copper Hill Drive is the nearest fire station to the project site. The fire station was contacted directly regarding the currently proposed CUP. The captain on duty stated that the assisted living facility would not lead to an increased demand in staff or facilities, and that the station could accommodate the project.

Impacts associated with fire services are therefore expected to be equivalent to those analyzed in the EIR.

M. Libraries

Summary of Findings in West Creek EIR

The County of Los Angeles Public Library system provides library services to the Project area and the Santa Clarita Valley. At the time the West Creek EIR was prepared, three libraries were within the Santa Clarita Valley: Valencia, Newhall, and Canyon Country. The library system also included a mobile library; however, existing library space did not meet the County Public Libraries' library planning standards.

The EIR found that buildout of the West Creek project would increase demands on library facilities and create a demand for an additional 2,670 square feet of library space. Payment of the permanent library fee in place at the time would reduce project-generated impacts to less than significant levels. The EIR did not include additional mitigation measures; payment of development fees or construction of new library facilities would mitigate cumulative impacts, and no unavoidable significant impacts were anticipated.

Analysis of the Proposed CUP Modifications

The nearest public library is the Valencia Public Library, located approximately three miles south of the project site. The County's library system in the area continues to fall short of service guidelines. As was the case under the EIR, the project proponent will be required to contribute development impact fees to future library facilities. The City of Santa Clarita operates three libraries, including the Valencia Public Library, closest to the project site. The proposed CUP will not generate a significant increase in residents and will not substantially exceed the demand stated in the EIR. Therefore, impacts related to library services would remain less than significant.

N. Parks, Recreation, and Trails

Summary of Findings in West Creek EIR

At the time the EIR was prepared, there were no public parks or trails within the West Creek project site boundaries; however, several local, County, State, and Federal parks and recreation facilities were located in the vicinity of the project site. The County of Los Angeles maintained eight parks totaling 1,230 acres in the vicinity of the project site; Northbridge Park was the closest developed park located approximately one mile to the southeast. The 8,700-acre Castaic Lake State and County Recreation Area was located north of the project site. An extensive existing and proposed trail system that included three regional trails, two local trails, and a developed pedestrian system extended through Valencia. The San Francisquito Canyon Trail was proposed as a 4-mile regional trail that would traverse the West Creek project site.

The EIR determined that an additional 22.88 acres of parkland, or equivalent fees or improvements, would be required for the West Creek project to meet the standards identified by the County's Parkland Dedication Ordinance. The project proposed 6.4 acres of active parkland, approximately 1.48 acres of private recreation areas within housing developments, a 12,000 linear foot segment of the proposed San Francisquito Canyon Trail, a network of pedestrian walkways/paseos, 551 acres of dedicated open space, and use of MWD fee property for unstructured recreational activity.

The EIR determined that, with the provision of proposed onsite recreational facilities and payment of required Quimby fees, project impacts to local parks would be less than significant. No cumulative or unavoidable significant impacts were identified.

Analysis of the Proposed CUP Modifications

As stated in the Santa Clarita Area Plan, the Valley contains over 14,000 acres of parkland, much of it in open space. There are neighborhood parks, community parks, and regional and recreational parks. The parks planned within the proposed CUP have generally been constructed. Immediately adjacent to the project site on the west is the Terry Miller Memorial Park.

The currently proposed CUP will include an assisted living area for senior residents, which will create little additional demand for park space. Other businesses on the project site will similarly result in limited demand for park space. The proposed CUP would be similar to that described in the EIR, no new or significant impacts beyond those previously identified in the EIR would occur, and as a result impacts would remain less than significant.

O. Agricultural Resources

Summary of Findings in West Creek EIR

Approximately 155 of the 966-acre West Creek project site historically had been used for agricultural production; however, none of the lands were cultivated at the time the EIR was prepared, and only 77 acres in the eastern portion of the project site along San Francisquito Creek exhibited the characteristics associated with Prime Farmland. The suitable land was fragmented, constrained topographically, and difficult to access. These conditions made it difficult and less economical to farm than larger parcels of land found to the west in Ventura County. No irrigated crops had been cultivated within the Project area for 15 years at the time the EIR was prepared.

The EIR determined that the agricultural productivity of the Project area was already impaired and, therefore, the loss of agricultural productivity associated with the West Creek project was not considered a significant impact. However, the conversion of 155 acres of agricultural land to urban uses was determined to be a significant cumulative and unavoidable significant impact; no feasible mitigation was identified.

Analysis of the Proposed CUP Modifications

Since the certification of the EIR, the majority of the Project area has been developed, and the proposed CUP site remains as an isolated parcel surrounded by urban development. The land is not economically viable for farming, nor is it designated for farm use. There are no Williamson Act contracts on the land, and it has not been farmed.

The addition of an assisted living facility to the project will not change the impacts associated with agriculture. The site is not currently farmed, nor has it been farmed in the past. The currently proposed CUP site was not, and continues not to be appropriate for farming activities. Impacts to farming will, as found in the EIR, remain less than significant. Cumulative impacts identified in the EIR will be identical to those previously analyzed, and will remain significant for the Project area overall. However, the County considered these impacts upon certification of the EIR, and adopted Findings and a Statement of Overriding Considerations, which found that the social and economic benefits of the proposed CUP outweighed the impacts to agricultural resources. The changes in the currently proposed CUP will not change these findings.

P. Population and Housing

Summary of Findings in West Creek EIR

At the time the West Creek EIR was prepared, the Santa Clarita Valley had an estimated population of 170,899 persons, approximately 58,307 housing units, and approximately 51,500 jobs. The region was growing quickly, and forecasts for year 2010 projected a regional population of 270,000 residents, 93,400 housing units, and 111,000 jobs.

Build out of the West Creek project was expected to result in 2,545 dwelling units and 7,627 residents, which were consistent with growth projections and housing forecasts in the Santa Clarita Valley Area Plan.

The EIR determined that the project would not represent a significant impact to population or housing. It was estimated that the project would generate approximately 497 permanent jobs, which was slightly higher than the number projected if commercial lands developed as designated in the Area Plan. Higher employment numbers were considered a beneficial impact. The EIR determined the project would not result in significant project-specific impacts or significant cumulative impacts with respect to population, housing, or employment.

Analysis of the Proposed CUP Modifications

Since the certification of the EIR, the majority of the Project has been developed, with the exception of the two commercially designated parcels, the larger one of which is the subject of this analysis. The current proposed CUP will result in both commercial and residential development. The residential portion of the project, in the form of an assisted living facility with a capacity of 120 residents, will add 39 EDU to the residential build out of the project. This represents an increase in residential units of 1.5%, and will not represent a significant increase in population within the Project area.

The anticipated jobs within the project have been less than was originally anticipated because of the lack of development of the two commercial parcels. The current proposed CUP will result in job creation at both the retail commercial buildings and at the assisted living facility, thereby aiding in meeting the anticipated on-site job need.

Overall, the impacts to population and housing are expected to be equivalent to those analyzed in the EIR.

Q. Environmental and Man Made Hazards

Summary of Findings in West Creek EIR

The West Creek EIR indicated that the project was not expected to contain any uniquely hazardous land uses. Prior to Project development, sixteen abandoned oil wells historically used for crude oil production were located onsite. Two Southern California Edison (SCE) electrical transmission lines also occupied portions of the site, and approximately 27 acres of land along the eastern project boundary historically had been used as a municipal sewage sludge disposal area. Pesticides had been used on agricultural lands along the eastern project boundary.

The EIR determined that the West Creek project would not result in significant impacts associated with hazards and human health risks. The project's compliance with County Building Codes and California Department of Conservation regulations would mitigate impacts associated with the oil wells. No habitable structures were planned within or immediately adjacent to an SCE easement. The municipal sewage sludge disposal site was located outside the proposed development envelope, and no substances were determined to exceed acceptable threshold levels for human health. No health risks associated with historic agricultural practices were expected. No significant cumulative or unavoidable impacts were identified.

Analysis of the Proposed CUP Modifications

A project will typically have a significant impact relating to environmental or man-made hazards if it will create a potential public health hazard, or involve the use, production or disposal of materials that pose a hazard to people or animals or plant populations in the area. Types of potentially hazardous materials associated with construction and operation of the proposed CUP will include paints, building materials, cleaners, fuel for construction equipment, and operational chemicals such as solvents, fertilizers, pesticides and herbicides for landscaping. Areas surrounding all the buildings will be landscaped, which will require the use of fertilizers and pesticides in small quantities. Typical cleaning solvents will be utilized inside the assisted living building; however, these will also be in small quantities.

The gas station planned within the currently proposed CUP has the potential to be a hazard because of the storage and use of gasoline products. However, this use is permitted under the zoning ordinance, and would have been permitted at the time the EIR was certified. Furthermore, gasoline service stations are heavily regulated by County and State agencies, which implement stringent standard requirements relating to the storage and pumping of fuels. These requirements include review and approval by the Environmental Programs Division of underground storage tanks, and implementation of County Code Title 11, Division 4 requirements. These standard requirements assure that the operation of such facilities have less than significant impacts. As a result of these requirements, development of the currently proposed CUP is expected to have equivalent impacts associated with environmental or man-made hazards.

R. Utilities

Summary of Findings in West Creek EIR

When the West Creek EIR was prepared, the project site was vacant. Two overhead high voltage transmission lines and easements maintained by Southern California Edison (SCE) were located on-site, and a number of SCE and Southern California Gas (SCG) underground facilities were located along local roadways serving adjacent development.

Construction of the West Creek project was not expected to consume significant amounts of energy or significantly impact energy supplies or infrastructure. Project operation would result in the consumption of electricity and natural gas for heating, cooling, and lighting. Electricity and natural gas supplies were deemed adequate, and no element of the project would require excessive or wasteful use of energy resources. Therefore, the analysis determined that the project would not result in significant impacts to energy resources.

Nonetheless, mitigation measures were provided to reduce project-related impacts on finite, non-renewable petroleum-based energy supplies and to assure coordination with SCE regarding easement restrictions and access. The project was not expected to result in significant cumulative impacts related to energy use.

Analysis of the Proposed CUP Modifications

Since certification of the EIR, Building Codes have become much more stringent in their limitations on energy use. The proposed CUP will be required to adhere to Title 24 of the Building Code in place at the time that permits are issued, and will therefore build much more efficient buildings than those envisioned in the EIR.

The addition of the assisted living facility will result in somewhat increased demand for utilities than would be required for an all-commercial project. However, given the improvements in energy codes since the certification of the EIR, it does not represent a significant increase in energy use.

The proposed CUP will result in the generation of solid waste on the site. Solid waste is collected by Burrtec Waste Industries via a franchise agreement with the County. Based on data provided by CalRecycle, commercial retail development generates approximately 913 pounds of solid waste per 100 square feet per year. The previously analyzed project would have been expected to generate approximately 976,910 pounds per year, or 488.5 tons per year. The currently proposed CUP would generate 201,435 pounds per year from its commercial component, and 219,000 pounds per year from the assisted living component of the project, for a total of 420,435 pounds, or 210.2 tons per year. The proposed CUP modifications would therefore result in a reduction in solid waste generation of 278.3 tons per year. In addition, the proposed CUP will be subject to solid waste reduction requirements not in effect at the time that the EIR was certified, including AB 341 and AB 1826, which require recycling in commercial businesses. The proposed CUP

will be required to implement the requirements of law. These standard requirements will assure that impacts associated with solid waste generation are less than significant.

Development of the currently proposed CUP will result in similar impacts to those analyzed in the EIR.

S. Education

Summary of Findings in West Creek EIR

At the time the EIR was prepared, public education in the West Creek project area was provided by three school districts: Castaic Union School District, Saugus Union School District, and William S. Hart Union School District. The Castaic and Saugus Districts had available capacity to accommodate additional students, but the Hart District was operating above capacity.

The EIR determined that the West Creek project would generate approximately 740 new elementary students, 212 new junior high students, and 352 new senior high school students. This would equate to 555 elementary school students over existing capacity at the Saugus District, 28 elementary students over capacity at the Castaic District, and 1,493 students over capacity at the Hart District.

The project would generate the need for additional elementary school, junior high, and senior high school classrooms. Project-specific and cumulative impacts were considered significant under CEQA unless mitigation measures were implemented. Mitigation measures included implementation of new school construction funding mechanisms, payment of developer fees, and entering into agreements with the school district for provision of school services. No unavoidable significant impacts were anticipated.

Analysis of the Proposed CUP Modifications

The current proposed CUP modifications will not impact educational facilities. The commercial development within the site will generate jobs, but not in sufficient numbers to induce population growth. Jobs are likely to be filled by existing residents, or new residents resulting from predicted growth in the area. The project will include 120 units for older residents, who will generate no demand on the school systems. Therefore, the current proposed CUP's impacts on education are lower than those considered in the EIR.

Appendix A

Trip Generation Comparison

Kunzman Associates
July 2016

KUNZMAN ASSOCIATES, INC.

FOUNTAINHEAD DEVELOPMENT

TRIP GENERATION COMPARISON

July 12, 2016

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

July 12, 2016

Ms. Nicole Sauviat Criste, Principal
TERRA NOVA PLANNING & RESEARCH, INC.
42635 Melanie Place, Suite 101
Palm Desert, CA 92211

Dear Ms. Criste:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this trip generation comparison for the proposed Fountainhead Development. The approximately 11 acre project site is bounded by Copper Hill Drive on the north, Vista Del Rio Drive on the south, and Rio Norte Drive on the east. The project site is within the West Hills-West Creek area of the Valencia community in the County of Los Angeles.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

DEVELOPMENT DESCRIPTION

Currently, the project site is vacant and not generating significant trips. The previous project proposed 107,100 square feet of commercial retail land use. The information used from the West Creek Traffic Study prepared by Austin-Foust Associates, Inc. (November 1998) is included in Appendix B.

The proposed project consists of a 16 fueling position service station w/mini-mart, 4,795 square feet of fast-food restaurant w/drive-thru, 12,300 square feet of specialty retail, and a 120 bed assisted living facility. The project will provide access to Copper Hill Drive, Vista Del Rio Drive, and Rio Norte Drive. The proposed project site plan is shown on Figure 1.

TRIP GENERATION

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. Table 1 shows the

project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012 and the San Diego Association of Governments, Traffic Generators, April 2002.

The previous project[1] was projected to generate approximately 7,124 daily vehicle trips, 166 of which will occur during the morning peak hour and 657 of which will occur during the evening peak hour (see Table 1 and Appendix B).

The proposed project is projected to generate a total of approximately 4,828 daily vehicle trips, 338 of which will occur during the morning peak hour and 367 of which will occur during the evening peak hour (see Table 1).

It should be noted that for service station/fast-food restaurant/specialty retail land uses, a portion of the trips would come from pass-by trips from adjacent roadways, trips that are currently on the roadway system (i.e., in-route to work or school and stop for a short period, etc.). Pass-by trips are a common characteristic of service and retail uses and can be defined as trips that are already on the street system, are not new trips, and impact only the project driveways (they do not add extra trips to a near-by intersection). Pass-by rates have been recommended by County of Los Angeles staff. A pass-by rate of 30% was utilized for the fast-food restaurant land use, and a rate of 10% was utilized for the other land uses.

Traffic volumes shown in Table 1 consist of the total trips generated for each project land use. As an assisted living facility (employee) trip generated by the project will also be making trips to the service station/fast food/specialty retail land use within the project, a double counting of those trips occurs. In order to analyze a "conservative" scenario in terms of the assignment of trips, the traffic volumes from the project site have not been reduced as a result of internal interaction between the proposed land uses.

Trip generation comparison calculations are included in Table 1. The difference in project trips have been calculated. The proposed project compared to the previous project is projected to generate approximately 2,296 less daily vehicle trips, 172 more of which will occur during the morning peak hour and 290 less of which will occur during the evening peak hour. The proposed project compared to the previous project is projected to generate substantially less trips during the evening and daily periods. However, there is projected to be an increase during the morning peak hour.

[1] Source: West Creek Traffic Study, Austin-Foust Associates, Inc. (November 1998). The previous project trip generation was based upon the Institute of Transportation Engineers, Trip Generation Manual, 6th Edition, 1997. The shopping center (Land Use Code 820) is described as an integrated group of commercial establishments that is planned, developed, owned, and manager as a unit. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (e.g., ice skating rinks or indoor miniature golf courses). Many shopping centers, in addition to the integrated unit of shops in one building, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, restaurants, or small offices.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The Levels of Service at the study area intersections have been analyzed during the morning peak hour only, because of the proposed project increasing the trip generation. Based on the identified project trip generation increase (see Table 1) and the previous project trip distributions (see Appendix B), the additional morning peak hour project trip generation has been assigned to the roadway network.

The previous project trip distributions from the West Creek Traffic Study are included in Appendix B. To determine an estimate of the proposed project's trip distribution patterns, the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) was used to distribute the project trips. The trip distribution patterns established by the traffic model were then used as a guideline to develop trip distributions. The commercial trip distributions were reviewed and appear to be consistent with the current and proposed roadway network in the study area. The trip distributions are assumed to not change between the proposed land use change and the previously approved traffic study.

LEVEL OF SERVICE ANALYSIS

The technique used to assess the operation of an intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for the Interim Year With Project traffic conditions have been calculated and are shown in Table 2. Interim Year With Project Level of Service worksheets are provided in Appendix C.

CONCLUSIONS

Trip generation comparison calculations are provided in Table 1. The difference in project trips have been calculated. The proposed project compared to the previous project is projected to generate approximately 2,296 less daily vehicle trips, 172 more of which will occur during the morning peak hour and 290 less of which will occur during the evening peak hour. The proposed project compared to the previous project is projected to generate substantially less trips during the evening and daily periods. However, there will be an increase during the morning peak hour.

The Levels of Service during the morning peak hour for the Interim Year With Project traffic conditions have been calculated and are shown in Table 2. Table 2 shows that the addition of the proposed project will not cause a significant increase in the Levels of Service at the study area intersections during the morning peak hour.

Ms. Nicole Sauviat Criste, Principal
TERRA NOVA PLANNING & RESEARCH, INC.
July 12, 2016

It has been a pleasure to service your needs on the Fountainhead Development. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES , INC.

Chris Pylant
Associate

JN 6095b

REGISTERED PROFESSIONAL ENGINEER
WILLIAM A. KUNZMAN
No. TR0056
TRAFFIC
STATE OF CALIFORNIA

KUNZMAN ASSOCIATES, INC.

William Kunzman, P.E.
Principal

Table 1

Project Trip Generation Comparison

Land Use	Quantity	Units[1]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates[2]									
Service Station w/Mini-Mart		FP	5.08	5.08	10.16	6.76	6.76	13.51	162.78
Fast-Food Restaurant W/Drive-Thru		TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12
Specialty Retail[3]		TSF	0.80	0.53	1.33	1.19	1.52	2.71	44.32
Assisted Living		BD	0.12	0.06	0.18	0.15	0.15	0.29	2.74
Previous Project Trips Generated[4]									
Commercial	107.100	TSF	102	64	166	315	342	657	7,124
Proposed Project Trips Generated									
Service Station w/Mini-Mart	16	FP	81	81	162	108	108	216	2,604
Fast-Food Restaurant W/Drive-Thru	4.795	TSF	111	107	218	81	75	156	2,379
Specialty Retail	12.300	TSF	10	7	17	15	19	34	545
Assisted Living	120	BD	15	7	22	17	17	34	329
Subtotal			217	202	419	221	219	440	5,857
Pass-By Trips[5]									
Pass-By = 10% for Service Station w/Mini-Mart			-8	-8	-16	-11	-11	-22	-260
Pass-By = 30% for Fast-Food Restaurant W/Drive-Thru			-33	-32	-65	-24	-23	-47	-714
Pass-By = 10% (evening/daily only) for Specialty Retail			0	0	0	-2	-2	-4	-55
Total			176	162	338	184	183	367	4,828
Difference			+74	+98	+172	-131	-159	-290	-2,296

[1] TSF = Thousand Square Feet; FP = Fueling Positions; BD = Beds

[2] Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012, Land Use Codes 945, 934, 826, and 254.

[3] Source: San Diego Association of Governments, Traffic Generators, April 2002, for AM peak hour trip generation ratios.

[4] Source: West Creek Traffic Study, Austin-Foust Associates, Inc. (November 1998). The previous project trip generation was based upon the Institute of Transportation Engineers, Trip Generation Manual, 6th Edition, 1997. The shopping center (Land Use Code 820) is described as an integrated group of commercial establishments that is planned, developec owned, and managed as a unit. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (e.g., ice skating rinks or indoor miniature golf courses). Many shopping centers, in additional to the integrated unit of shops in one building, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, restaurants, or small offices.

[5] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2004, Pass-by Data.

Table 2

Intersection Capacity Utilization Comparison

Intersection	Morning Peak Hour				
	Existing Plus Ambient Growth[1]	Interim Year			
		Without Project[1]	With Project		
			Previous[1]	Proposed[2]	Difference
County Jurisdiction					
8. I-5 SB Ramps & Magic Mtn	0.77	0.91	0.90	0.90	+.00
11. I-5 SB Ramps & Valencia	0.30	0.30	0.30	0.30	+.00
25. The Old Road & Rye	0.46	0.67	0.69	0.69	+.00
30. The Old Road & Magic Mtn	0.35	0.65	0.68	0.68	+.00
39. Copper Hill & Decoro	-	0.65	0.83	0.83	+.00
40. Dickason & Decoro	-	0.44	0.57	0.58	+.01
41. McBean & Decoro	0.92	0.74	0.74	0.75	+.01
43. McBean & Copper Hill	0.47	0.59	0.60	0.61	+.01
75. The Old Rd & SB I-5 Ramps	0.38	0.63	0.63	0.63	+.00
City Jurisdiction					
7. I-5 NB Ramps & SR-126	0.45	0.79	0.80	0.81	+.01
9. I-5 NB Ramps & Magic Mtn	0.92	0.82	0.81	0.81	+.00
12. I-5 NB Ramps & Valencia	1.22	0.51	0.51	0.51	+.00
33. Tourney & Magic Mtn	0.60	0.61	0.61	0.61	+.00
42. Seco & Decoro	0.71	0.52	0.53	0.53	+.00
47. Bouquet & Newhall Ranch	0.88	0.77	0.79	0.79	+.00
51. Ave Scott & Rye	0.47	0.59	0.64	0.64	+.00
54. Seco & Bouquet	1.00	0.64	0.66	0.66	+.00
55. Bouquet & Valencia/Soledad	0.71	0.71	0.71	0.71	+.00
56. McBean & Magic Mtn	0.57	0.74	0.75	0.76	+.01
57. Valencia & Magic Mtn	0.57	0.8	0.79	0.79	+.00
59. McBean & Valencia	0.91	0.77	0.75	0.75	+.00
70. Tourney & Valencia	0.69	0.62	0.61	0.61	+.00
71. Rockwell & Valencia	0.56	0.50	0.49	0.49	+.00
72. Ave Tibbitts & Ave Scott	0.54	0.65	0.62	0.63	+.01
85. Stanford & Rye Cyn	0.80	0.62	0.65	0.65	+.00
88. McBean & Ave Scott	-	0.75	0.76	0.77	+.01
Joint County/City Jurisdiction					
44. Copper Hill & Newhall Ranch	-	0.76	0.85	0.86	+.01
45. Dickason & Newhall Ranch	0.96	0.75	0.79	0.79	+.00
46. McBean & Newhall Ranch	1.02	1.04	1.02	1.02	+.00
50. Seco & Copper Hill	0.50	0.50	0.51	0.52	+.01

[1] See Appendix B.

[2] See Appendix C.

Figure 1
Site Plan

KUNZMAN ASSOCIATES, INC.

JN 6095b

OVER 40 YEARS OF EXCELLENT SERVICE

APPENDIX A

GLOSSARY OF TRANSPORTATION TERMS

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

WEST CREEK TRAFFIC STUDY INFORMATION

Table II-1

WEST CREEK ZONAL LAND USE AND TRIP GENERATION

LAND USE	UNITS		—AM PEAK HOUR— IN	OUT	TOTAL	—PM PEAK HOUR— IN	OUT	TOTAL	ADT
1. Single Family Traditional	1297.00	DU	246	726	972	843	467	1310	12412
1. Single Family Cluster	507.00	DU	96	284	380	330	183	513	4852
2. Townhomes	410.00	DU	25	197	222	193	107	300	3280
3. Apartments	331.00	DU	26	142	168	139	66	205	2195
Residential Sub-Total			393	1349	1742	1505	823	2328	22739
4. Commercial	72.90	TSF	81	52	133	245	265	510	5563
4. Commercial	107.10	TSF	102	64	166	315	342	657	7124
Commercial Sub-Total			183	116	299	560	607	1167	12687
TOTAL			576	1465	2041	2065	1430	3495	35426
RATES									
1. Single Family Detached		DU	.19	.56	.75	.65	.36	1.01	9.57
2. Townhomes		DU	.06	.48	.54	.47	.26	.73	8.00
3. Apartments		DU	.08	.43	.51	.42	.20	.62	6.63
4. Commercial		TSF			Equation, see below				

Equation form: LN T = A * LN X + B
where X = land use amount and T = daily trips

AM: A = 0.596 B = 2.329 IN = 61% OUT = 39%
PM: A = 0.660 B = 3.403 IN = 48% OUT = 52%
ADT: A = 0.643 B = 5.866 IN = 50% OUT = 50%

TRIP RATES SOURCE

1. Single Family Detached - ITE 210
2. Townhomes - LACODPW Rate for Townhomes/Condominiums
3. Apartments - ITE 220
4. Commercial - ITE 820

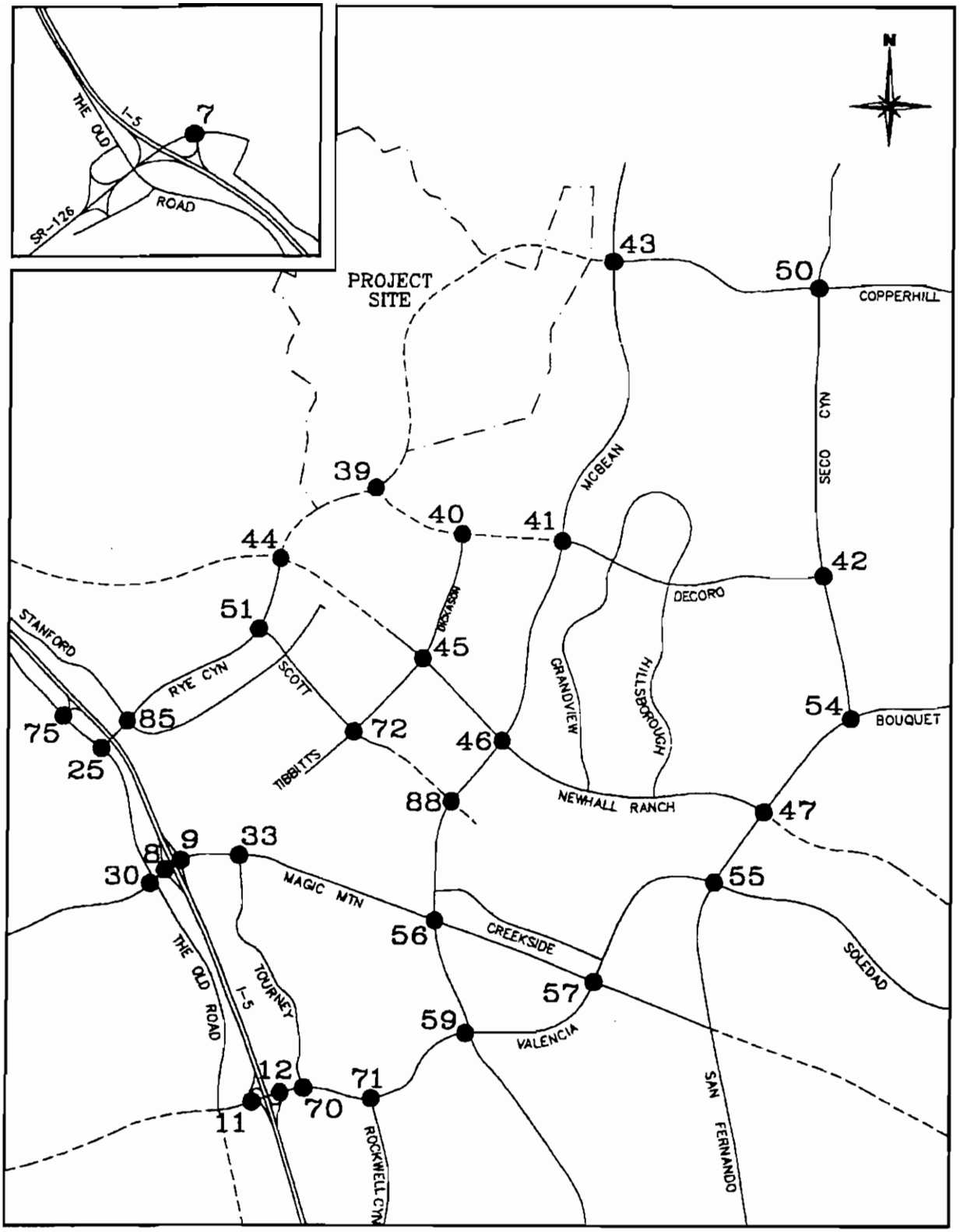
Table IV-4

INTERIM YEAR ICU SUMMARY

INTERSECTION**	EXISTING + AMBIENT AM	EXISTING + AMBIENT PM	INTERIM YEAR WITHOUT PROJECT AM	INTERIM YEAR WITHOUT PROJECT PM	INTERIM YEAR WITH PROJECT AM	INTERIM YEAR WITH PROJECT PM
COUNTY JURISDICTION						
8. I-5 SB Ramps & Magic Mtn	.77	.63	.91	.68	.90*	.70
11. I-5 SB Ramps & Valencia	.30	.31	.30	.60	.30	.59
25. The Old Road & Rye	.48	.50	.67	.68	.69	.71
30. The Old Road & Magic Mtn	.35	.49	.65	.71	.68	.73
39. Copper Hill & Decoro	--	--	.65	.54	.83	.77
40. Dickason & Decoro	--	--	.44	.48	.57	.48
41. McBean & Decoro	.92	.88	.74	.79	.74	.79
43. McBean & Copper Hill	.47	.45	.59	.66	.60	.71
75. The Old Rd & SB I-5 Ramps	.38	.98	.63	.69	.63	.69
CITY JURISDICTION						
7. I-5 NB Ramps & SR-126	.45	.40	.79	.88	.81	.93*
9. I-5 NB Ramps & Magic Mtn	.92	.75	.82	.63	.81	.66
12. I-5 NB Ramps & Valencia	1.22	.69	.51	.54	.51	.54
33. Tourney & Magic Mtn	.60	.63	.61	.69	.61	.70
42. Seco & Decoro	.71	.66	.52	.50	.53	.50
47. Bouquet & Newhall Ranch	.88	.84	.77	.78	.79	.77
51. Ave Scott & Rye	.47	.49	.59	.67	.64	.79
54. Seco & Bouquet	1.00	1.01	.64	.66	.66	.68
55. Bouquet & Valencia/Soledad	.71	1.04	.71	.71	.71	.71
56. McBean & Magic Mtn	.57	.86	.74	.72	.75	.75
57. Valencia & Magic Mtn	.57	.74	.80	.84	.79	.84
59. McBean & Valencia	.91	.74	.77	.73	.75	.72
70. Tourney & Valencia	.69	.51	.62	.52	.61	.51
71. Rockwell & Valencia	.56	.78	.50	.59	.49	.60
72. Ave Tibbitts & Ave Scott	.54	.69	.65	.59	.62	.62
85. Stanford & Rye Cyn	.80	.95	.62	.70	.65	.73
88. McBean & Ave Scott	--	--	.75	.68	.76	.69
JOINT COUNTY/CITY JURISDICTION						
44. Copper Hill & Newhall Ranch	--	--	.76	.84	.85	1.01*
45. Dickason & Newhall Ranch	.96	.86	.75	.75	.79	.78
46. McBean & Newhall Ranch	1.02	.92	1.04	.79	1.02	.80
50. Seco & Copper Hill	.50	.53	.50	.53	.51	.51

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 - 1.00 E
Above 1.00 F

* Exceeds performance criteria see Table I-2
** See Figure IV-13 for intersection locations



NOTE: INTERSECTION NUMBERING IS FROM THE SCVCTM

Figure A-1

INTERSECTION STUDY LOCATIONS -SCVCTM INTERIM YEAR SETTING

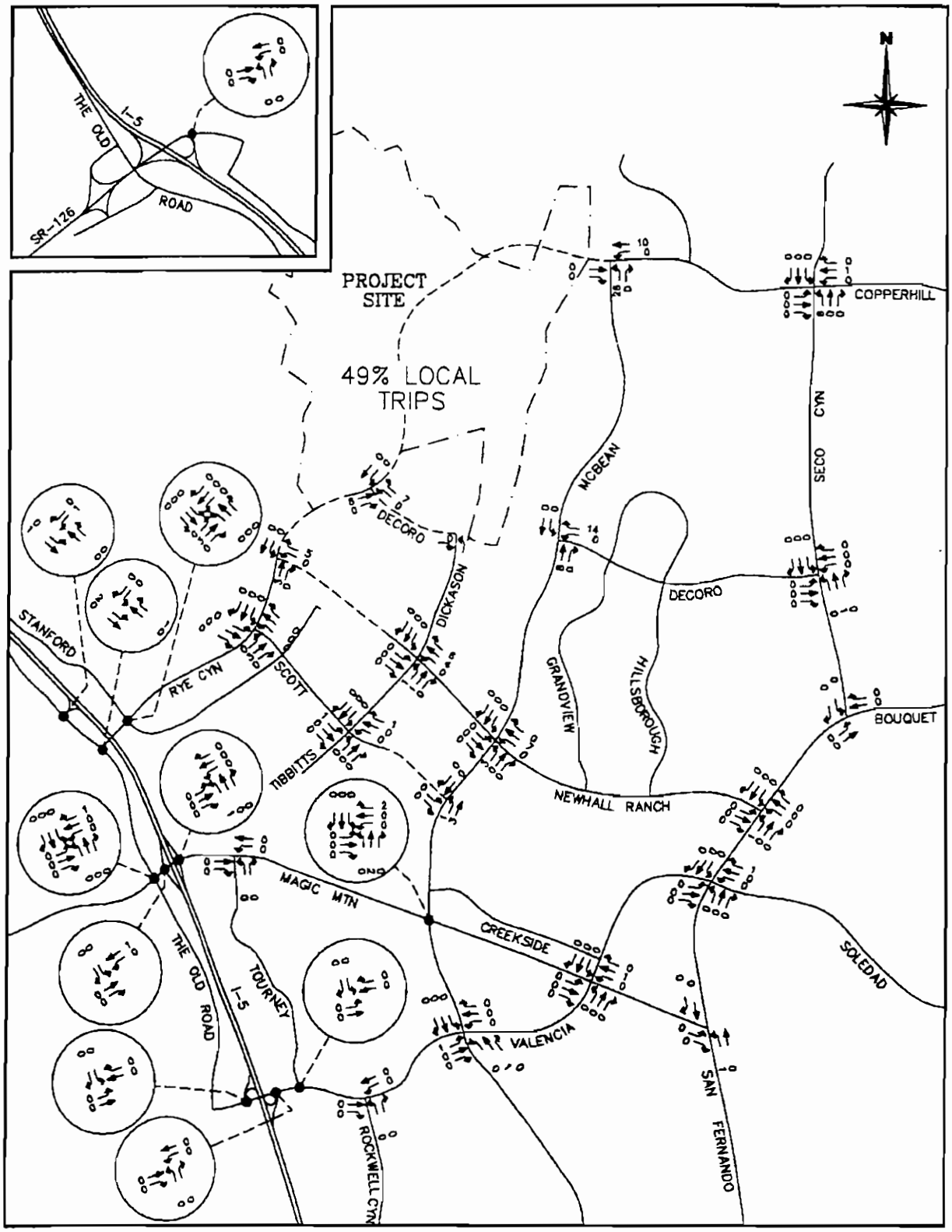


Figure II-16

PROJECT COMMERCIAL DISTRIBUTION PERCENTAGES
–AM INBOUND (ACCESS VIA DICKASON AND COPPERHILL)

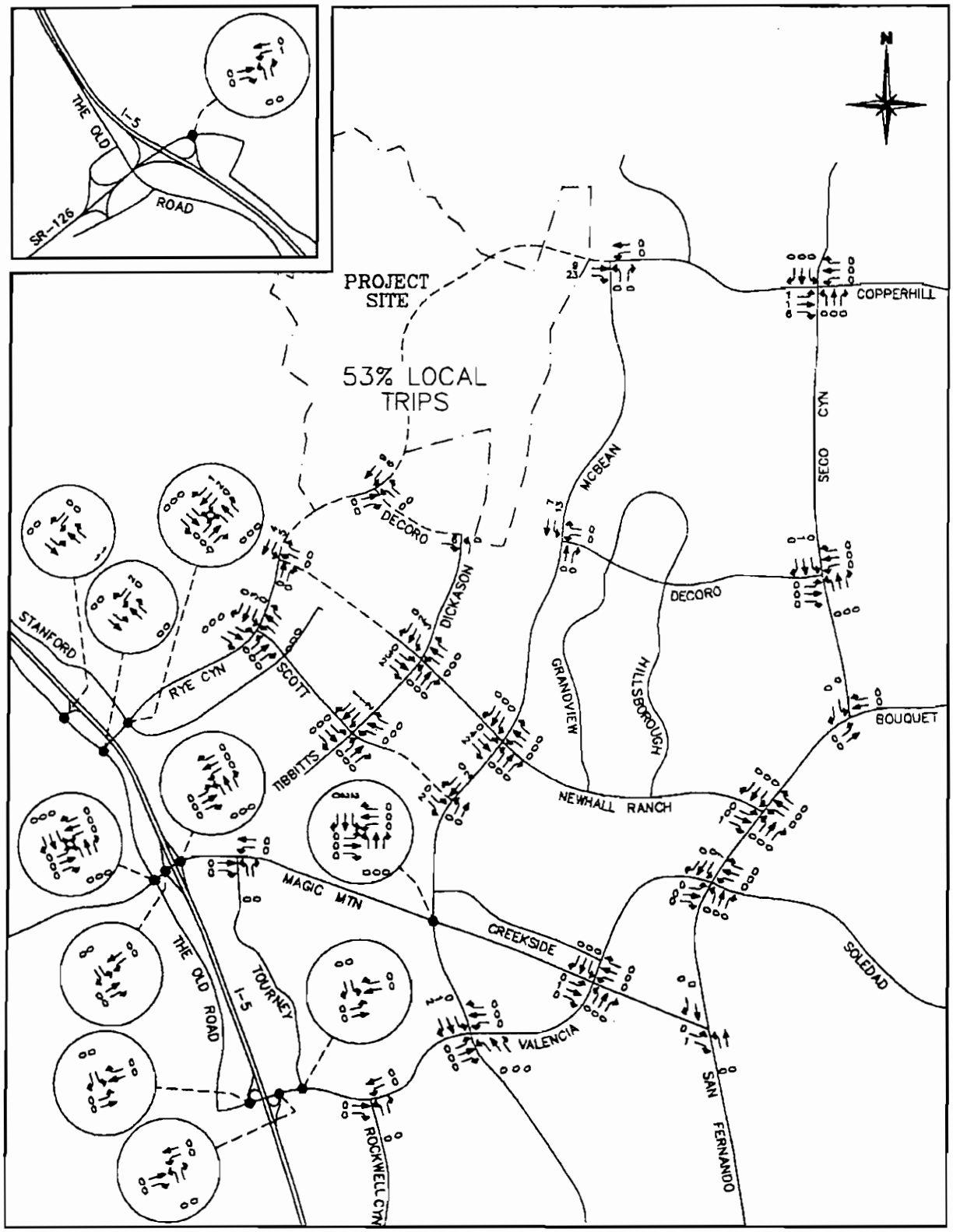


Figure II-17

PROJECT COMMERCIAL DISTRIBUTION PERCENTAGES
-AM OUTBOUND (ACCESS VIA DICKASON AND COPPERHILL)

7. I-5 NB Ramps & SR-126

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	422	.12*	429	.12*
NBT	0	0	0		0	
NBR	1	1750	348	.20	35	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	201	.11*	59	.03*
EBR	1	1750	74	.04	88	.05
WBL	1	1750	23	.01*	186	.11*
WBT	2	3500	36	.01	155	.04
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.41		.36

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	473	.14*	480	.14*
NBT	0	0	0		0	
NBR	1	1750	390	.22	39	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	225	.13*	66	.04*
EBR	1	1750	83	.05	99	.06
WBL	1	1750	26	.01*	208	.12*
WBT	2	3500	40	.01	174	.05
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.45		.40

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	473	.14*	480	.14*
NBT	0	0	0		0	
NBR	1	1750	390	.22	39	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	225	.13*	66	.04*
EBR	1	1750	83	.05	99	.06
WBL	1	1750	94	.05*	255	.15*
WBT	2	3500	40	.01	174	.05
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.46		.43

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	473	.14*	480	.14*
NBT	0	0	0		0	
NBR	1	1750	390	.22	39	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	225	.13*	66	.04*
EBR	1	1750	83	.05	99	.06
WBL	1	1750	94	.05*	255	.15*
WBT	2	3500	40	.01	174	.05
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.46		.43

7. I-5 NB Ramps & SR-126

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	947	.27*	757	.22*
NBT	0	0	0		0	
NBR	2	3500	637	.18	36	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1280	.37*	1591	.45*
EBR	1	1750	143	.08	209	.12
WBL	2	3500	524	.15*	730	.21*
WBT	2	3500	979	.28	1181	.34
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 .98

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	931	.27*	770	.22*
NBT	0	0	0		0	
NBR	2	3500	627	.18	54	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1290	.37*	1711	.49*
EBR	1	1750	143	.08	205	.12
WBL	2	3500	584	.17*	759	.22*
WBT	2	3500	1047	.30	1211	.35
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .91 1.03

SCVCTM Interim Year with Project with Mitigatio

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	931	.27*	770	.22*
NBT	0	0	0		0	
NBR	2	3500	627	.18	54	.02
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1290	.27*	1711	.36*
EBR	0	0	143		205	
WBL	2	3500	584	.17*	759	.22*
WBT	2	3500	1047	.30	1211	.35
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .81 .90

8. I-5 SB Ramps & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	203	.13*	275	.17*
SBT	0	0	0		0	
SBR	1	1600	21	.01	37	.02
EBL	0	0	0		0	
EBT	2	3200	86	.03*	385	.12*
EBR	f		111		496	
WBL	1	1600	717	.45*	296	.19*
WBT	3	4800	1679	.35	418	.09
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.71		.58

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	227	.14*	308	.19*
SBT	0	0	0		0	
SBR	1	1600	24	.02	41	.03
EBL	0	0	0		0	
EBT	2	3200	96	.03*	431	.13*
EBR	f		124		556	
WBL	1	1600	803	.50*	332	.21*
WBT	3	4800	1880	.39	468	.10
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.77		.63

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	227	.14*	308	.19*
SBT	0	0	0		0	
SBR	1	1600	24	.02	41	.03
EBL	0	0	0		0	
EBT	2	3200	96	.03*	431	.13*
EBR	f		124		556	
WBL	1	1600	870	.54*	373	.23*
WBT	3	4800	1888	.39	498	.10
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.65

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	227	.14*	308	.19*
SBT	0	0	0		0	
SBR	1	1600	24	.02	41	.03
EBL	0	0	0		0	
EBT	2	3200	96	.03*	431	.13*
EBR	f		124		556	
WBL	1	1600	662	.41*	340	.21*
WBT	3	4800	1965	.41	1125	.23
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.68		.63

8. I-5 SB Ramps & Magic Mtn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	983	.34*	707	.25*
SBT	0	0	0		0	
SBR	1	1600	20	.01	57	.04
EBL	0	0	0		0	
EBT	2	3200	713	.22	1004	.31
EBR	f		362		1101	
WBL	1	1600	200	.13	23	.01
WBT	3	4800	2600	.54*	1915	.40*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .98 .75

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	981	.34*	704	.24*
SBT	0	0	0		0	
SBR	1	1600	20	.01	63	.04
EBL	0	0	0		0	
EBT	2	3200	703	.22	1000	.31
EBR	f		531		1114	
WBL	1	1600	225	.14	23	.01
WBT	3	4800	2549	.53*	2047	.43*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .97 .77

SCVCTM Interim Year with Project with Mitigatio

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		981		704	
SBT	0	4320	0	.23*	0	.18*
SBR	0.5		20		63	
EBL	0	0	0		0	
EBT	2	3200	703	.22	1000	.31
EBR	f		531		1114	
WBL	1	1600	225	.14	23	.01
WBT	3	4800	2549	.53*	2047	.43*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 .71

9. I-5 NB Ramps & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1278	{.39}*	326	.19*
NBT	0	3500	5	.39	3	
NBR	0.5		93		725	.41
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	14	.01*	58	.03
EBT	2	3500	275	.08	598	.17*
EBR	1	1750	0	.00	6	.00
WBL	1	1750	2	.00	3	.00
WBT	2	3500	1142	.33*	408	.12
WBR	f		218		238	
Right Turn Adjustment					NBR	.22*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.83		.68

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1431	{.44}*	365	.21*
NBT	0	3500	6	.44	3	
NBR	0.5		104		812	.46
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	16	.01*	65	.04
EBT	2	3500	308	.09	670	.19*
EBR	1	1750	0	.00	7	.00
WBL	1	1750	2	.00	3	.00
WBT	2	3500	1279	.37*	457	.13
WBR	f		244		267	
Right Turn Adjustment					NBR	.25*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.92		.75

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		1439	{.45}*	395	.23*
NBT	0	3500	6	.45	3	
NBR	0.5		124		887	.51
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	16	.01*	65	.04
EBT	2	3500	308	.09	670	.19*
EBR	1	1750	0	.00	7	.00
WBL	1	1750	2	.00	3	.00
WBT	2	3500	1346	.38*	498	.14
WBR	f		244		267	
Right Turn Adjustment					NBR	.28*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.94		.80

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1516	.43*	1022	.29*
NBT	0	0	6		3	
NBR	1	1750	116	.07	677	.39
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	16	.01*	65	.04
EBT	2	3500	308	.09	670	.19*
EBR	1	1750	0	.00	7	.00
WBL	1	1750	2	.00	3	.00
WBT	2	3500	1138	.33*	465	.13
WBR	f		244		267	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.87		.68

9. I-5 NB Ramps & Magic Mtn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1692	.48*	1109	.32*
NBT	0	0	0		0	
NBR	1	1750	24	.01	276	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	37	.02*	95	.05
EBT	3	5250	1656	.32	1619	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	1108	.32*	829	.24
WBR	f		903		1078	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.92		.73

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1657	.47*	1242	.35*
NBT	0	0	0		0	
NBR	1	1750	24	.01	283	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	37	.02*	92	.05
EBT	3	5250	1649	.31	1610	.31*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	1116	.32*	828	.24
WBR	f		896		1079	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.91		.76

11. I-5 SB Ramps & Valencia

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	124	.08*	113	.07*
SBT	0	0	0		0	
SBR	1	1600	0	.00	3	.00
EBL	1	1600	5	.00	43	.03
EBT	1	1600	29	.02	190	.12*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	153	.10*	94	.06
WBR	f		1616		824	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.28		.29

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	139	.09*	127	.08*
SBT	0	0	0		0	
SBR	1	1600	0	.00	3	.00
EBL	1	1600	6	.00	48	.03
EBT	1	1600	32	.02	213	.13*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	171	.11*	105	.07
WBR	f		1810		923	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.30		.31

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	139	.09*	127	.08*
SBT	0	0	0		0	
SBR	1	1600	0	.00	3	.00
EBL	1	1600	6	.00	48	.03
EBT	1	1600	32	.02	213	.13*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	171	.11*	105	.07
WBR	f		2135		1127	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.30		.31

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	139	.09*	127	.08*
SBT	0	0	0		0	
SBR	1	1600	0	.00	3	.00
EBL	1	1600	6	.00	48	.03
EBT	1	1600	32	.02	213	.13*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	171	.11*	105	.07
WBR	f		1739		931	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.30		.31

11. I-5 SB Ramps & Valencia

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	87	.03*	863	.30*
SBT	0	0	0		0	
SBR	1	1600	29	.02	96	.06
EBL	0	0	0		0	
EBT	3	4800	922	.19	1317	.27*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1143	.24*	940	.20
WBR	f		1182		1279	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.37		.67

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	84	.03*	846	.29*
SBT	0	0	0		0	
SBR	1	1600	27	.02	88	.06
EBL	0	0	0		0	
EBT	3	4800	915	.19	1310	.27*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1128	.24*	939	.20
WBR	f		1211		1252	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.37		.66

12. I-5 NB Ramps & Valencia

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	69	.04*	34	.02*
NBT	0	0	0		0	
NBR	f		688		1468	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	167	.10	295	.17
EBR	0	0	1		11	
WBL	1	1750	57	.03	129	.07
WBT	1	1750	1685	.96*	884	.51*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.10		.63

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	77	.04*	38	.02*
NBT	0	0	0		0	
NBR	f		771		1644	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	187	.11	330	.20
EBR	0	0	1		12	
WBL	1	1750	64	.04	144	.08
WBT	1	1750	1887	1.08*	990	.57*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.22		.69

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	77	.04*	38	.02*
NBT	0	0	0		0	
NBR	f		856		1996	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	187	.11	330	.20
EBR	0	0	1		12	
WBL	1	1750	64	.04	144	.08
WBT	1	1750	2212	1.26*	1194	.68*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.40		.80

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	77	.04*	38	.02*
NBT	0	0	0		0	
NBR	f		787		1579	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1750	187	.11	330	.20
EBR	0	0	1		12	
WBL	1	1750	64	.04	144	.08
WBT	1	1750	1816	1.04*	998	.57*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.18		.69

12. I-5 NB Ramps & Valencia

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	503	.14*	492	.14*
NBT	0	0	0		0	
NBR	2	3500	959	.27	634	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	573	.11*	1740	.33*
EBR	1	1750	119	.07	35	.02
WBL	1	1750	458	.26*	127	.07*
WBT	4	7000	1824	.26	1727	.25
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.61		.64

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	495	.14*	490	.14*
NBT	0	0	0		0	
NBR	2	3500	936	.27	645	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	562	.11*	1718	.33*
EBR	1	1750	114	.07	40	.02
WBL	1	1750	447	.26*	119	.07*
WBT	4	7000	1843	.26	1701	.24
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.61		.64

25. Old Road & Rye

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	80	.05*	98	.06*
NBR	f		1393		278	
SBL	1	1600	415	.26*	150	.09*
SBT	2	3200	62	.02	99	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	76	.03*	577	.20*
WBT	0	0	0		0	
WBR	f		409		1231	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.44		.45

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	90	.06*	110	.07*
NBR	f		1560		311	
SBL	1	1600	465	.29*	168	.11*
SBT	2	3200	69	.02	111	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	85	.03*	646	.22*
WBT	0	0	0		0	
WBR	f		458		1379	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.48		.50

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	90	.06*	110	.07*
NBR	f		1568		341	
SBL	1	1600	500	.31*	299	.19*
SBT	2	3200	69	.02	111	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	85	.03*	646	.22*
WBT	0	0	0		0	
WBR	f		526		1426	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.58

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	90	.06*	110	.07*
NBR	f		1645		968	
SBL	1	1600	500	.31*	299	.19*
SBT	2	3200	69	.02	111	.03
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	85	.03*	646	.22*
WBT	0	0	0		0	
WBR	f		1131		1655	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.58

25. Old Road & Rye

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	785	.25*	661	.21*
NBR	2	3200	1386	.43	918	.29
SBL	2	2880	550	.19*	441	.15*
SBT	2	3200	668	.21	470	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	295	.10*	821	.29*
WBT	0	0	0		0	
WBR	f		691		1103	
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.75

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	763	.24*	661	.21*
NBR	2	3200	1371	.43	1116	.35
SBL	2	2880	542	.19*	464	.16*
SBT	2	3200	657	.21	456	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	512	.18*	890	.31*
WBT	0	0	0		0	
WBR	f		695		1133	
Right Turn Adjustment			NBR	.05*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.76		.78

30. Old Road & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		5		12	.01
NBT	0.5	3200	169	.11*	52	.03*
NBR	1	1600	11	.01	88	.06
SBL	1.5		154	.05*	585	.18*
SBT	1.5	4800	50	.03	257	.16
SBR	0		2		1	
EBL	1	1600	21	.01	17	.01
EBT	2	3200	28	.01*	192	.06*
EBR	1	1600	4	.00	31	.02
WBL	1	1600	103	.06*	113	.07*
WBT	2	3200	10	.00	12	.00
WBR	f		1583		341	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.33		.44

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		6		13	.01
NBT	0.5	3200	189	.12*	58	.04*
NBR	1	1600	12	.01	99	.06
SBL	1.5		172	.05*	655	.20*
SBT	1.5	4800	56	.04	288	.18
SBR	0		2		1	
EBL	1	1600	24	.02	19	.01
EBT	2	3200	31	.01*	215	.07*
EBR	1	1600	4	.00	35	.02
WBL	1	1600	115	.07*	127	.08*
WBT	2	3200	11	.00	13	.00
WBR	f		1773		382	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.35		.49

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		6		13	.01
NBT	0.5	3200	189	.12*	58	.04*
NBR	1	1600	12	.01	99	.06
SBL	1.5		172	.05*	655	.20*
SBT	1.5	4800	56	.04	288	.18
SBR	0		2		1	
EBL	1	1600	24	.02	19	.01
EBT	2	3200	31	.01*	215	.07*
EBR	1	1600	4	.00	35	.02
WBL	1	1600	115	.07*	127	.08*
WBT	2	3200	11	.00	13	.00
WBR	f		1781		412	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.35		.49

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		6		13	.01
NBT	0.5	3200	189	.12*	58	.04*
NBR	1	1600	12	.01	99	.06
SBL	1.5		172	.05*	655	.20*
SBT	1.5	4800	56	.04	288	.18
SBR	0		2		1	
EBL	1	1600	24	.02	19	.01
EBT	2	3200	31	.01*	215	.07*
EBR	1	1600	4	.00	35	.02
WBL	1	1600	115	.07*	127	.08*
WBT	2	3200	11	.00	13	.00
WBR	f		1858		1039	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.35		.49

30. Old Road & Magic Mtn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	389	.24*	191	.12
NBT	1.5	4800	525	.16	302	{.09}*
NBR	1.5		129		257	{.09}
SBL	2	2880	471	.16	874	.30*
SBT	1	1600	165	.11*	248	.16
SBR	0	0	17		15	
EBL	1	1600	13	.01*	19	.01
EBT	3	4800	474	.10	976	.20*
EBR	1	1600	29	.02	375	.23
WBL	2	2880	203	.07	259	.09*
WBT	2	3200	822	.26*	743	.23
WBR	f		1576		970	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 .78

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	382	.24	190	.12
NBT	1.5	4800	519	.16*	323	{.10}*
NBR	1.5		127		251	{.09}
SBL	2	2880	636	.22*	901	.31*
SBT	1	1600	175	.12	267	.18
SBR	0	0	17		19	
EBL	1	1600	13	.01*	20	.01
EBT	3	4800	471	.10	961	.20*
EBR	1	1600	28	.02	370	.23
WBL	2	2880	195	.07	258	.09*
WBT	2	3200	816	.26*	729	.23
WBR	f		1537		1123	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .80

33. Tourney & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	50	.03*	33	.02*
NBT	0	0	0		0	
NBR	1	1750	86	.05	114	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	424	.12	1406	.40*
EBR	1	1750	12	.01	30	.02
WBL	1	1750	58	.03	63	.04*
WBT	2	3500	1469	.42*	792	.23
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.55		.58

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	56	.03*	37	.02*
NBT	0	0	0		0	
NBR	1	1750	96	.05	128	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	475	.14	1575	.45*
EBR	1	1750	13	.01	34	.02
WBL	1	1750	65	.04	71	.04*
WBT	2	3500	1645	.47*	887	.25
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.60		.63

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	56	.03*	37	.02*
NBT	0	0	0		0	
NBR	1	1750	96	.05	128	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	495	.14	1650	.47*
EBR	1	1750	13	.01	34	.02
WBL	1	1750	65	.04	71	.04*
WBT	2	3500	1712	.49*	928	.27
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.62		.65

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	56	.03*	37	.02*
NBT	0	0	0		0	
NBR	1	1750	96	.05	128	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	487	.14	1440	.41*
EBR	1	1750	13	.01	34	.02
WBL	1	1750	65	.04	71	.04*
WBT	2	3500	1504	.43*	895	.26
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.56		.59

33. Tourney & Magic Mtn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	100	.06*	193	.11*
NBT	0	0	0		0	
NBR	1	1750	91	.05	219	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1504	.43	1743	.50*
EBR	1	1750	175	.10	151	.09
WBL	1	1750	176	.10	138	.08*
WBT	2	3500	1912	.55*	1714	.49
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .79

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	100	.06*	202	.12*
NBT	0	0	0		0	
NBR	1	1750	97	.06	222	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1490	.43	1734	.50*
EBR	1	1750	183	.10	162	.09
WBL	1	1750	189	.11	144	.08*
WBT	2	3500	1910	.55*	1702	.49
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .80

39. Copperhill & Decoro

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	43	.03*	43	.03*
NBR	0	0	108	.07	66	.04
SBL	2	2880	1215	.42*	1159	.40*
SBT	2	3200	17	.01	62	.02
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	31	.02*	120	.08*
WBT	0	0	0		0	
WBR	1	1600	396	.25	1749	1.09
Right Turn Adjustment			NBR	.02*	WBR	.71*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.59		1.32

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	248	.08	1283	.40*
NBR	0	0	13		8	
SBL	2	2880	261	.09	181	.06*
SBT	2	3200	1162	.36*	584	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	4	.00	15	.01*
WBT	0	0	0		0	
WBR	1	1600	74	.05	283	.18
Right Turn Adjustment					WBR	.12*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.46		.69

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	139	.03	1724	.36*
NBR	1	1600	188	.12	506	.32
SBL	2	2880	64	.02	36	.01*
SBT	3	4800	1968	.41*	508	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	614	.21*	398	.14*
WBT	0	0	0		0	
WBR	2	3200	8	.00	48	.02
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		.61

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	415	.09	2647	.55*
NBR	1	1600	185	.12	481	.30
SBL	2	2880	238	.08	176	.06*
SBT	3	4800	2820	.59*	998	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	597	.21*	380	.13*
WBT	0	0	0		0	
WBR	2	3200	47	.01	253	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.90		.84

40. Dickason & Decoro

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	427	.15*	1869	.65*
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3200	1323	.41	1225	.38
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.30*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.55		.75

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	78	.03*	298	.10*
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	2	3200	274	.09	189	.06
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.20		.20

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.01*	75	.05*
NBT	0	0	0		0	
NBR	2	3200	44	.01	890	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	171	.05*	498	.16*
EBR	1	1600	113	.07	44	.03
WBL	2	2880	974	.34*	116	.04*
WBT	2	3200	607	.19	370	.12
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.01*	NBR	.20*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.51		.55

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01*	231	.14*
NBT	0	0	0		0	
NBR	2	3200	44	.01	862	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	195	.06*	535	.17*
EBR	1	1600	328	.21	124	.08
WBL	2	2880	944	.33*	105	.04*
WBT	2	3200	627	.20	402	.13
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.14*	NBR	.10*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.64		.55

41. McBean & Decoro

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	355	.11	1221	.38*
NBR	1	1600	247	.15	1050	.66
SBL	1	1600	68	.04	52	.03*
SBT	2	3200	1079	.34*	317	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1094		459	
WBT	0	2880	0	.39*	0	.18*
WBR	0.5		38		47	
Right Turn Adjustment					NBR	.10*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .83 .79

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	398	.12	1368	.43*
NBR	1	1600	277	.17	1176	.74
SBL	1	1600	76	.05	58	.04*
SBT	2	3200	1208	.38*	355	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1225		514	
WBT	0	2880	0	.44*	0	.20*
WBR	0.5		43		53	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .92 .88

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	406	.13	1435	.45*
NBR	1	1600	302	.19	1275	.80
SBL	1	1600	76	.05	58	.04*
SBT	2	3200	1221	.38*	428	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1247		635	
WBT	0	2880	0	.45*	0	.24*
WBR	0.5		43		53	
Right Turn Adjustment					NBR	.11*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .93 .94

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	402	.13	1197	.37*
NBR	2	3200	277	.09	1176	.37
SBL	1	1600	104	.07	187	.12*
SBT	2	3200	903	.28*	466	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		1225		514	
WBT	0	2880	0	.45*	0	.25*
WBR	0.5		73		208	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .83 .84

41. McBean & Decoro

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	209	.13*
NBT	3	4800	393	.08	1235	.26
NBR	1	1600	32	.02	408	.26
SBL	1	1600	25	.02	52	.03
SBT	3	4800	1074	.33*	896	.22*
SBR	0	0	496		158	
EBL	1	1600	84	.05*	397	.25
EBT	2	3200	86	.05	837	.31*
EBR	0	0	131	.08	160	
WBL	1	1600	404	.25	164	.10*
WBT	2	3200	909	.30*	253	.09
WBR	0	0	49		37	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.86

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	56	.04*	203	.13*
NBT	3	4800	399	.08	1240	.26
NBR	1	1600	32	.02	401	.25
SBL	1	1600	23	.01	69	.04
SBT	3	4800	1073	.32*	916	.22*
SBR	0	0	484		153	
EBL	1	1600	81	.05*	386	.24
EBT	2	3200	105	.07	823	.31*
EBR	0	0	131	.08	175	
WBL	1	1600	394	.25	154	.10*
WBT	2	3200	898	.30*	275	.10
WBR	0	0	52		50	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.86

42. Seco & Decoro

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	145	.08*	150	.09*
NBT	2	3500	273	.08	641	.19
NBR	0	0	15		24	
SBL	1	1750	6	.00	5	.00
SBT	2	3500	660	.35*	522	.23*
SBR	0	0	577		287	
EBL	2	3500	210	.06	492	.14
EBT	1	1750	12	.09*	24	.17*
EBR	0	0	153		272	
WBL	1	1750	15	.01*	21	.01*
WBT	1	1750	45	.03	8	.01
WBR	0	0	5		4	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.63		.60

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	162	.09*	168	.10*
NBT	2	3500	306	.09	718	.21
NBR	0	0	17		27	
SBL	1	1750	7	.00	6	.00
SBT	2	3500	739	.40*	585	.26*
SBR	0	0	646		321	
EBL	2	3500	235	.07	551	.16
EBT	1	1750	13	.11*	27	.19*
EBR	0	0	171		305	
WBL	1	1750	17	.01*	24	.01*
WBT	1	1750	50	.03	9	.01
WBR	0	0	6		4	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.71		.66

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	164	.09*	179	.10*
NBT	2	3500	306	.09	718	.21
NBR	0	0	17		27	
SBL	1	1750	7	.00	6	.00
SBT	2	3500	739	.40*	585	.27*
SBR	0	0	655		371	
EBL	2	3500	241	.07	593	.17
EBT	1	1750	13	.11*	27	.20*
EBR	0	0	172		317	
WBL	1	1750	17	.01*	24	.01*
WBT	1	1750	50	.03	9	.01
WBR	0	0	6		4	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.71		.68

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	162	.09*	168	.10*
NBT	2	3500	324	.10	789	.23
NBR	0	0	17		27	
SBL	1	1750	7	.00	6	.00
SBT	2	3500	794	.41*	630	.27*
SBR	0	0	646		321	
EBL	2	3500	235	.07	551	.16
EBT	1	1750	13	.11*	27	.19*
EBR	0	0	171		305	
WBL	1	1750	17	.01*	24	.01*
WBT	1	1750	50	.03	9	.01
WBR	0	0	6		4	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		.67

42. Seco & Decoro

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	276	.16*	213	.12
NBT	2	3500	137	.04	820	.23*
NBR	0	0	0		0	
SBL	1	1750	42	.02	45	.03*
SBT	2	3500	819	.25*	359	.11
SBR	0	0	55		22	
EBL	2	3500	8	.00	73	.02
EBT	1	1750	37	.11*	98	.24*
EBR	0	0	151		317	
WBL	1	1750	0	.00	0	.00
WBT	1	1750	81	.06	64	.07
WBR	0	0	19		56	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.62		.60

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	272	.16*	226	.13
NBT	2	3500	142	.04	803	.23*
NBR	0	0	0		0	
SBL	1	1750	42	.02	46	.03*
SBT	2	3500	831	.25*	368	.11
SBR	0	0	48		24	
EBL	2	3500	8	.00	69	.02
EBT	1	1750	39	.12*	104	.24*
EBR	0	0	164		314	
WBL	1	1750	0	.00	0	.00
WBT	1	1750	79	.06	63	.07
WBR	0	0	20		57	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.63		.60

43. McBean & Copperhill

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	156	.05	929	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	943	.33*	248	.09*
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.22*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.43		.41

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	175	.05	1040	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	1056	.37*	278	.10*
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.25*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.47		.45

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	178	.06	1070	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	1063	.37*	317	.11*
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.25*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.47		.46

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	166	.10*	444	.28*
NBT	0	0	0		0	
NBR	2	3200	125	.04	675	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	114	.07*	483	.27*
EBR	0	0	202	.13	382	
WBL	2	2880	656	.23*	228	.08*
WBT	2	3200	434	.14	211	.07
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.73

43. McBean & Copperhill

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	241	.08*	401	.14
NBT	1	1600	85	.05	337	.21*
NBR	2	3200	64	.02	451	.14
SBL	1	1600	56	.04	61	.04*
SBT	2	3200	326	.18*	220	.10
SBR	0	0	244		94	
EBL	1	1600	43	.03*	220	.14
EBT	2	3200	101	.06	591	.30*
EBR	0	0	314	.20	376	
WBL	2	2880	473	.16	236	.08*
WBT	2	3200	626	.21*	245	.10
WBR	0	0	47		86	
Right Turn Adjustment			EBR	.06*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.66		.73

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	288	.10*	431	.15*
NBT	1	1600	82	.05	332	.21
NBR	2	3200	53	.02	432	.14
SBL	1	1600	58	.04	60	.04
SBT	2	3200	316	.18*	207	.10*
SBR	0	0	253		115	
EBL	1	1600	54	.03*	225	.14
EBT	2	3200	134	.08	652	.35*
EBR	0	0	338	.21	461	
WBL	2	2880	460	.16	224	.08*
WBT	2	3200	678	.23*	298	.12
WBR	0	0	43		79	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.67		.78

44. Copperhill & Newhall Ranch (County Methodology)

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	171	.05	925	.29*
NBR	1	1600	50	.03	300	.19
SBL	2	2880	380	.13	279	.10*
SBT	2	3200	877	.27*	362	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	300	.10*	50	.02*
WBT	0	0	0		0	
WBR	2	3200	103	.03	463	.14
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .47 .55

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	13	.00	151	.05
NBT	3	4800	585	.12	1185	.25*
NBR	1	1600	82	.05	508	.32
SBL	2	2880	194	.07	577	.20*
SBT	3	4800	1256	.26*	899	.19
SBR	f		794		612	
EBL	2	2880	743	.26*	668	.23*
EBT	3	4800	274	.09	871	.19
EBR	0	0	208	.13	45	
WBL	2	2880	683	.24	208	.07
WBT	2.5	6400	781	{.21}*	607	{.13}*
WBR	1.5		730		291	{.03}
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .91

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	11	.00	148	.05
NBT	3	4800	641	.13	1566	.33*
NBR	1	1600	75	.05	482	.30
SBL	2	2880	361	.13	659	.23*
SBT	3	4800	1649	.34*	1110	.23
SBR	f		951		695	
EBL	2	2880	794	.28*	818	.28*
EBT	3	4800	255	.08	874	.19
EBR	0	0	201	.13	37	
WBL	2	2880	653	.23	194	.07
WBT	2.5	6400	774	{.20}*	611	{.14}*
WBR	1.5		775		532	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .92 1.08

SCVCTM Interim Year with Project with Mitigatio

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	11	.00	148	.05
NBT	4	6400	641	.10	1566	.24*
NBR	1	1600	75	.05	482	.30
SBL	2	2880	361	.13	659	.23*
SBT	3	4800	1649	.34*	1110	.23
SBR	f		951		695	
EBL	3	4320	794	.18*	818	.19*
EBT	3	4800	255	.08	874	.19
EBR	0	0	201	.13	37	
WBL	2	2880	653	.23	194	.07
WBT	2.5	6400	774	{.20}*	611	{.14}*
WBR	1.5		775		532	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .82 .90

44. Copperhill & Newhall Ranch (City Methodology)

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3500	171	.05	925	.26*
NBR	1	1750	50	.03	300	.17
SBL	2	3500	380	.11	279	.08*
SBT	2	3500	877	.25*	362	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	300	.09*	50	.01*
WBT	0	0	0		0	
WBR	2	3500	103	.03	463	.13
Right Turn Adjustment					WBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.44		.51

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	13	.00	151	.04
NBT	3	5250	585	.11	1185	.23*
NBR	1	1750	82	.05	508	.29
SBL	2	3500	194	.06	577	.16*
SBT	3	5250	1256	.24*	899	.17
SBR	f		794		612	
EBL	2	3500	743	.21*	668	.19*
EBT	3	5250	274	.08	871	.17
EBR	0	0	208	.12	45	
WBL	2	3500	683	.20	208	.06
WBT	2.5	7000	781	{.19}*	607	{.12}*
WBR	1.5		730		291	{.05}
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.80

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	11	.00	148	.04
NBT	3	5250	641	.12	1566	.30*
NBR	1	1750	75	.04	482	.28
SBL	2	3500	361	.10	659	.19*
SBT	3	5250	1649	.31*	1110	.21
SBR	f		951		695	
EBL	2	3500	794	.23*	818	.23*
EBT	3	5250	255	.07	874	.17
EBR	0	0	201	.11	37	
WBL	2	3500	653	.19	194	.06
WBT	2.5	7000	774	{.19}*	611	{.13}*
WBR	1.5		775		532	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.83		.95

SCVCTM Interim Year with Project with Mitigatio

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	11	.00	148	.04
NBT	4	7000	641	.09	1566	.22*
NBR	1	1750	75	.04	482	.28
SBL	2	3500	361	.10	659	.19*
SBT	3	5250	1649	.31*	1110	.21
SBR	f		951		695	
EBL	3	5250	794	.15*	818	.16*
EBT	3	5250	255	.07	874	.17
EBR	0	0	201	.11	37	
WBL	2	3500	653	.19	194	.06
WBT	2.5	7000	774	{.18}*	611	{.13}*
WBR	1.5		775		532	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.80

45. Dickason & Newhall Ranch (County Methodology)

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	13	.01	116	.07*
NBT	2	3200	184	.06*	78	.02
NBR	2	3200	311	.10	1794	.56
SBL	2	2880	441	.15*	161	.06
SBT	2	3200	217	.07	41	.01*
SBR	0	0	6		0	
EBL	1	1600	0	.00	0	.00
EBT	2	3200	34	.01*	124	.04*
EBR	1	1600	14	.01	6	.00
WBL	2	2880	1516	.53*	360	.13*
WBT	1	1600	67	.04	3	.00
WBR	2	3200	759	.24	85	.03
Right Turn Adjustment					NBR	.44*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .85 .79

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.01	130	.08*
NBT	2	3200	206	.06*	87	.03
NBR	2	3200	348	.11	2009	.63
SBL	2	2880	494	.17*	180	.06
SBT	2	3200	243	.08	46	.01*
SBR	0	0	7		0	
EBL	1	1600	0	.00	0	.00
EBT	2	3200	38	.01*	139	.04*
EBR	1	1600	16	.01	7	.00
WBL	2	2880	1698	.59*	403	.14*
WBT	1	1600	75	.05	3	.00
WBR	2	3200	850	.27	95	.03
Right Turn Adjustment					NBR	.49*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .93 .86

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.01	130	.08
NBT	2	3200	282	.09*	407	.13*
NBR	2	3200	348	.11	2009	.63
SBL	2	2880	1475	.51*	1169	.41*
SBT	2	3200	516	.16	235	.07
SBR	0	0	7		0	
EBL	1	1600	0	.00	0	.00
EBT	2	3200	38	.01*	139	.04*
EBR	1	1600	16	.01	7	.00
WBL	2	2880	1698	.59*	403	.14*
WBT	1	1600	75	.05	3	.00
WBR	2	3200	1180	.37	1564	.49
Right Turn Adjustment					NBR	.39*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION 1.30 1.21

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.03	297	.19*
NBT	2	3200	224	.07*	179	.06
NBR	2	3200	58	.02	1119	.35
SBL	2	2880	554	.19*	258	.09
SBT	2	3200	312	.10	99	.03*
SBR	0	0	7		0	
EBL	1	1600	0	.00	0	.00
EBT	2	3200	307	.10*	615	.19*
EBR	1	1600	176	.11	110	.07
WBL	2	2880	833	.29*	253	.09*
WBT	1	1600	445	.28	350	.22
WBR	2	3200	816	.26	210	.07
Right Turn Adjustment					NBR	.15*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .75 .75

45. Dickason & Newhall Ranch (County Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	130	.05*	171	.06
NBT	1.5	4800	130	.04	537	{.25}*
NBR	1.5		56		718	
SBL	2	2880	164	.06	356	.12*
SBT	2	3200	844	.26*	169	.05
SBR	1	1600	211	.13	38	.02
EBL	2	2880	35	.01	381	.13
EBT	3	4800	413	.09*	1439	.30*
EBR	1	1600	101	.06	137	.09
WBL	2	2880	926	.32*	147	.05*
WBT	3	4800	1852	.39	897	.19
WBR	1	1600	296	.19	315	.20
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.82		.82

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	136	.05*	285	.10
NBT	1.5	4800	127	.04	568	{.25}*
NBR	1.5		51		686	
SBL	2	2880	247	.09	408	.14*
SBT	2	3200	933	.29*	155	.05
SBR	1	1600	205	.13	37	.02
EBL	2	2880	34	.01	369	.13
EBT	3	4800	508	.11*	1484	.31*
EBR	1	1600	149	.09	164	.10
WBL	2	2880	887	.31*	134	.05*
WBT	3	4800	1861	.39	1012	.21
WBR	1	1600	279	.17	396	.25
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.86		.85

45. Dickason & Newhall Ranch (City Methodology)

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	13	.01	116	.07*
NBT	2	3500	184	.05*	78	.02
NBR	2	3500	311	.09	1794	.51
SBL	2	3500	441	.13*	161	.05
SBT	2	3500	217	.06	41	.01*
SBR	0	0	6		0	
EBL	1	1750	0	.00	0	.00
EBT	2	3500	34	.01*	124	.04*
EBR	1	1750	14	.01	6	.00
WBL	2	3500	1516	.43*	360	.10*
WBT	1	1750	67	.04	3	.00
WBR	2	3500	759	.22	85	.02
Right Turn Adjustment					NBR	.40*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .72 .72

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	15	.01	130	.07*
NBT	2	3500	206	.06*	87	.02
NBR	2	3500	348	.10	2009	.57
SBL	2	3500	494	.14*	180	.05
SBT	2	3500	243	.07	46	.01*
SBR	0	0	7		0	
EBL	1	1750	0	.00	0	.00
EBT	2	3500	38	.01*	139	.04*
EBR	1	1750	16	.01	7	.00
WBL	2	3500	1698	.49*	403	.12*
WBT	1	1750	75	.04	3	.00
WBR	2	3500	850	.24	95	.03
Right Turn Adjustment					NBR	.45*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .79

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	15	.01	130	.07
NBT	2	3500	282	.08*	407	.12*
NBR	2	3500	348	.10	2009	.57
SBL	2	3500	1475	.42*	1169	.33*
SBT	2	3500	516	.15	235	.07
SBR	0	0	7		0	
EBL	1	1750	0	.00	0	.00
EBT	2	3500	38	.01*	139	.04*
EBR	1	1750	16	.01	7	.00
WBL	2	3500	1698	.49*	403	.12*
WBT	1	1750	75	.04	3	.00
WBR	2	3500	1180	.34	1564	.45
Right Turn Adjustment					NBR	.36*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION 1.10 1.07

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	48	.03	297	.17*
NBT	2	3500	224	.06*	179	.05
NBR	2	3500	58	.02	1119	.32
SBL	2	3500	554	.16*	258	.07
SBT	2	3500	312	.09	99	.03*
SBR	0	0	7		0	
EBL	1	1750	0	.00	0	.00
EBT	2	3500	307	.09*	615	.18*
EBR	1	1750	176	.10	110	.06
WBL	2	3500	833	.24*	253	.07*
WBT	1	1750	445	.25	350	.20
WBR	2	3500	816	.23	210	.06
Right Turn Adjustment					NBR	.14*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .65 .69

45. Dickason & Newhall Ranch (City Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	130	.04*	171	.05
NBT	1.5	5250	130	.04	537	{.23}*
NBR	1.5		56		718	
SBL	2	3500	164	.05	356	.10*
SBT	2	3500	844	.24*	169	.05
SBR	1	1750	211	.12	38	.02
EBL	2	3500	35	.01*	381	.11
EBT	3	5250	413	.08	1439	.27*
EBR	1	1750	101	.06	137	.08
WBL	2	3500	926	.26	147	.04*
WBT	3	5250	1852	.35*	897	.17
WBR	1	1750	296	.17	315	.18
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.74

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	136	.04*	285	.08
NBT	1.5	5250	127	.04	568	{.23}*
NBR	1.5		51		686	
SBL	2	3500	247	.07	408	.12*
SBT	2	3500	933	.27*	155	.04
SBR	1	1750	205	.12	37	.02
EBL	2	3500	34	.01*	369	.11
EBT	3	5250	508	.10	1484	.28*
EBR	1	1750	149	.09	164	.09
WBL	2	3500	887	.25	134	.04*
WBT	3	5250	1861	.35*	1012	.19
WBR	1	1750	279	.16	396	.23
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.77		.77

46. McBean & Newhall Ranch (County Methodology)

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	457	.16*	155	.05
NBT	3	4800	406	.08	1671	.35*
NBR	2	3200	126	.04	690	.22
SBL	2	2880	32	.01	43	.01*
SBT	3	4800	1649	.34*	555	.12
SBR	1	1600	626	.39	81	.05
EBL	2	2880	137	.05*	441	.15
EBT	3	4800	311	.06	1124	.23*
EBR	1	1600	338	.21	514	.32
WBL	2	2880	627	.22	396	.14*
WBT	3	4800	1259	.26*	212	.04
WBR	1	1600	58	.04	109	.07
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.92		.83

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	512	.18*	174	.06
NBT	3	4800	455	.09	1872	.39*
NBR	2	3200	141	.04	773	.24
SBL	2	2880	36	.01	48	.02*
SBT	3	4800	1847	.38*	622	.13
SBR	1	1600	701	.44	91	.06
EBL	2	2880	153	.05*	494	.17
EBT	3	4800	348	.07	1259	.26*
EBR	1	1600	379	.24	576	.36
WBL	2	2880	702	.24	444	.15*
WBT	3	4800	1410	.29*	237	.05
WBR	1	1600	65	.04	122	.08
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.02		.92

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	700	.24*	956	.33*
NBT	3	4800	455	.09	1872	.39
NBR	2	3200	141	.04	773	.24
SBL	2	2880	36	.01	48	.02
SBT	3	4800	1847	.38*	622	.13*
SBR	1	1600	757	.47	384	.24
EBL	2	2880	208	.07*	735	.26
EBT	3	4800	567	.12	1537	.32*
EBR	1	1600	1085	.68	1046	.65
WBL	2	2880	702	.24	444	.15*
WBT	3	4800	1496	.31*	631	.13
WBR	1	1600	65	.04	122	.08
Right Turn Adjustment			Multi	.40*	EBR	.08*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.50		1.11

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	268	.09*	342	.12
NBT	3	4800	479	.10	1657	.35*
NBR	2	3200	141	.04	773	.24
SBL	2	2880	90	.03	81	.03*
SBT	3	4800	1621	.34*	630	.13
SBR	1	1600	546	.34	86	.05
EBL	2	2880	103	.04*	399	.14
EBT	4	6400	447	.07	1380	.22*
EBR	1	1600	370	.23	215	.13
WBL	2	2880	702	.24	444	.15*
WBT	3	4800	1279	.27*	385	.08
WBR	1	1600	77	.05	167	.10
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.93		.85

46. McBean & Newhall Ranch (County Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	1019	.35*	245	.09
NBT	3	4800	381	.08	1655	.34*
NBR	2	3200	81	.03	580	.18
SBL	2	2880	222	.08	223	.08*
SBT	4	6400	1528	.24*	1069	.17
SBR	1	1600	103	.06	32	.02
EBL	2	2880	15	.01*	120	.04
EBT	4	6400	448	.07	1740	.27*
EBR	1	1600	166	.10	655	.41
WBL	2	2880	634	.22	206	.07*
WBT	3	4800	1958	.41*	1082	.23
WBR	1	1600	106	.07	307	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.11		.86

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	1011	.35*	326	.11
NBT	3	4800	397	.08	1632	.34*
NBR	2	3200	83	.03	568	.18
SBL	2	2880	227	.08	240	.08*
SBT	4	6400	1523	.24*	1080	.17
SBR	1	1600	98	.06	25	.02
EBL	2	2880	14	.00	117	.04
EBT	4	6400	529	.08	1760	.28*
EBR	1	1600	264	.17	701	.44
WBL	2	2880	620	.22	202	.07*
WBT	3	4800	1916	.40*	1191	.25
WBR	1	1600	113	.07	312	.20
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.09		.87

46. McBean & Newhall Ranch (City Methodology)

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	457	.13*	155	.04
NBT	3	5250	406	.08	1671	.32*
NBR	2	3500	126	.04	690	.20
SBL	2	3500	32	.01	43	.01*
SBT	3	5250	1649	.31*	555	.11
SBR	1	1750	626	.36	81	.05
EBL	2	3500	137	.04*	441	.13
EBT	3	5250	311	.06	1124	.21*
EBR	1	1750	338	.19	514	.29
WBL	2	3500	627	.18	396	.11*
WBT	3	5250	1259	.24*	212	.04
WBR	1	1750	58	.03	109	.06
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.84		.75

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	512	.15*	174	.05
NBT	3	5250	455	.09	1872	.36*
NBR	2	3500	141	.04	773	.22
SBL	2	3500	36	.01	48	.01*
SBT	3	5250	1847	.35*	622	.12
SBR	1	1750	701	.40	91	.05
EBL	2	3500	153	.04*	494	.14
EBT	3	5250	348	.07	1259	.24*
EBR	1	1750	379	.22	576	.33
WBL	2	3500	702	.20	444	.13*
WBT	3	5250	1410	.27*	237	.05
WBR	1	1750	65	.04	122	.07
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.93		.84

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	700	.20*	956	.27*
NBT	3	5250	455	.09	1872	.36
NBR	2	3500	141	.04	773	.22
SBL	2	3500	36	.01	48	.01
SBT	3	5250	1847	.35*	622	.12*
SBR	1	1750	757	.43	384	.22
EBL	2	3500	208	.06*	735	.21
EBT	3	5250	567	.11	1537	.29*
EBR	1	1750	1085	.62	1046	.60
WBL	2	3500	702	.20	444	.13*
WBT	3	5250	1496	.28*	631	.12
WBR	1	1750	65	.04	122	.07
Right Turn Adjustment			Multi	.36*	EBR	.11*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.35		1.02

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	268	.08*	342	.10
NBT	3	5250	479	.09	1657	.32*
NBR	2	3500	141	.04	773	.22
SBL	2	3500	90	.03	81	.02*
SBT	3	5250	1621	.31*	630	.12
SBR	1	1750	546	.31	86	.05
EBL	2	3500	103	.03*	399	.11
EBT	4	7000	447	.06	1380	.20*
EBR	1	1750	370	.21	215	.12
WBL	2	3500	702	.20	444	.13*
WBT	3	5250	1279	.24*	385	.07
WBR	1	1750	77	.04	167	.10
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.84		.77

46. McBean & Newhall Ranch (City Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1019	.29*	245	.07
NBT	3	5250	381	.07	1655	.32*
NBR	2	3500	81	.02	580	.17
SBL	2	3500	222	.06	223	.06*
SBT	4	7000	1528	.22*	1069	.15
SBR	1	1750	103	.06	32	.02
EBL	2	3500	15	.00	120	.03
EBT	4	7000	448	.06	1740	.25*
EBR	1	1750	166	.09	655	.37
WBL	2	3500	634	.18	206	.06*
WBT	3	5250	1958	.37*	1082	.21
WBR	1	1750	106	.06	307	.18
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.98		.79

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1011	.29*	326	.09
NBT	3	5250	397	.08	1632	.31*
NBR	2	3500	83	.02	568	.16
SBL	2	3500	227	.06	240	.07*
SBT	4	7000	1523	.22*	1080	.15
SBR	1	1750	98	.06	25	.01
EBL	2	3500	14	.00	117	.03
EBT	4	7000	529	.08	1760	.25*
EBR	1	1750	264	.15	701	.40
WBL	2	3500	620	.18	202	.06*
WBT	3	5250	1916	.36*	1191	.23
WBR	1	1750	113	.06	312	.18
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.97		.79

47. Bouquet & Newhall Ranch

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	725	.21*	451	.13
NBT	4	7000	564	.08	1911	.27*
NBR	1	1750	52	.03	127	.07
SBL	1	1750	14	.01	148	.08*
SBT	3	5250	2177	.41*	1003	.19
SBR	2	3500	1023	.29	284	.08
EBL	2	3500	202	.06*	908	.26*
EBT	2	3500	0	.00	219	.06
EBR	1	1750	333	.19	691	.39
WBL	2	3500	43	.01	127	.04
WBT	2	3500	95	.03*	92	.03*
WBR	1	1750	8	.00	96	.05
Right Turn Adjustment					EBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.76

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	812	.23*	505	.14
NBT	4	7000	632	.09	2140	.31*
NBR	1	1750	58	.03	142	.08
SBL	1	1750	16	.01	166	.09*
SBT	3	5250	2438	.46*	1123	.21
SBR	2	3500	1146	.33	318	.09
EBL	2	3500	226	.06*	1017	.29*
EBT	2	3500	0	.00	245	.07
EBR	1	1750	373	.21	774	.44
WBL	2	3500	48	.01	142	.04
WBT	2	3500	106	.03*	103	.03*
WBR	1	1750	9	.01	108	.06
Right Turn Adjustment					EBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.88		.84

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	849	.24*	646	.18
NBT	4	7000	632	.09	2140	.31*
NBR	1	1750	58	.03	142	.08
SBL	1	1750	16	.01	166	.09*
SBT	3	5250	2438	.46*	1123	.21
SBR	2	3500	1162	.33	378	.11
EBL	2	3500	280	.08*	1050	.30*
EBT	2	3500	0	.00	245	.07
EBR	1	1750	495	.28	854	.49
WBL	2	3500	48	.01	142	.04
WBT	2	3500	106	.03*	103	.03*
WBR	1	1750	9	.01	108	.06
Right Turn Adjustment					EBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.91		.89

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	674	.19*	596	.17
NBT	4	7000	632	.09	2140	.31*
NBR	1	1750	58	.03	142	.08
SBL	1	1750	16	.01	166	.09*
SBT	3	5250	2438	.46*	1123	.21
SBR	2	3500	1146	.33	318	.09
EBL	2	3500	226	.06*	1017	.29*
EBT	1	1750	0	.00	245	.14
EBR	2	3500	495	.14	854	.24
WBL	2	3500	48	.01	142	.04
WBT	2	3500	106	.03*	103	.03*
WBR	1	1750	9	.01	108	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.84		.82

47. Bouquet & Newhall Ranch

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	703	.20*	585	.17
NBT	4	7000	499	.07	2010	.29*
NBR	1	1750	118	.07	130	.07
SBL	1	1750	114	.07	97	.06*
SBT	3.5	8750	1732	{.30}*	997	{.14}
SBR	1.5		946		375	{.06}
EBL	2	3500	113	.03*	658	.19
EBT	2	3500	388	.11	1222	.35*
EBR	1	1750	467	.27	555	.32
WBL	2	3500	536	.15	288	.08*
WBT	2	3500	856	.24*	763	.22
WBR	1	1750	45	.03	132	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.87		.88

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	700	.20*	655	.19
NBT	4	7000	504	.07	1993	.28*
NBR	1	1750	107	.06	125	.07
SBL	1	1750	116	.07	103	.06*
SBT	3.5	8750	1747	{.30}*	982	{.14}
SBR	1.5		930		377	{.07}
EBL	2	3500	114	.03	644	.18
EBT	2	3500	432	.12*	1232	.35*
EBR	1	1750	516	.29	582	.33
WBL	2	3500	541	.15*	286	.08*
WBT	2	3500	836	.24	814	.23
WBR	1	1750	42	.02	131	.07
Right Turn Adjustment			EBR	.02*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.89		.87

50. Seco & Copperhill (County Methodology)

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	145	.09*	75	.05
NBT	1	1600	140	.09	208	.13*
NBR	1	1600	75	.05	131	.08
SBL	1	1600	78	.05	65	.04*
SBT	1	1600	203	.13*	158	.10
SBR	1	1600	275	.17	107	.07
EBL	1	1600	67	.04	262	.16*
EBT	2	3200	69	.04*	242	.11
EBR	0	0	73	.05	97	
WBL	1	1600	156	.10*	95	.06
WBT	2	3200	236	.08	94	.05*
WBR	0	0	31		53	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.46		.48

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	162	.10*	84	.05
NBT	1	1600	157	.10	233	.15*
NBR	1	1600	84	.05	147	.09
SBL	1	1600	87	.05	73	.05*
SBT	1	1600	227	.14*	177	.11
SBR	1	1600	308	.19	120	.08
EBL	1	1600	75	.05	293	.18*
EBT	2	3200	77	.05*	271	.12
EBR	0	0	82	.05	109	
WBL	1	1600	175	.11*	106	.07
WBT	2	3200	264	.09	105	.05*
WBR	0	0	35		59	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.53

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	162	.10*	84	.05
NBT	1	1600	157	.10	233	.15*
NBR	1	1600	84	.05	147	.09
SBL	1	1600	87	.05	73	.05*
SBT	1	1600	227	.14*	177	.11
SBR	1	1600	310	.19	126	.08
EBL	1	1600	76	.05	299	.19*
EBT	2	3200	78	.05*	283	.12
EBR	0	0	82	.05	109	
WBL	1	1600	175	.11*	106	.07
WBT	2	3200	266	.09	116	.05*
WBR	0	0	35		59	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.54

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	189	.12*	206	.13*
NBT	1	1600	157	.10	233	.15
NBR	1	1600	84	.05	147	.09
SBL	1	1600	87	.05	73	.05
SBT	1	1600	227	.14*	177	.11*
SBR	1	1600	308	.19	126	.08
EBL	1	1600	76	.05	299	.19*
EBT	2	3200	78	.05*	283	.15
EBR	0	0	143	.09	197	
WBL	1	1600	175	.11*	106	.07
WBT	2	3200	266	.09	111	.05*
WBR	0	0	35		59	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.52		.58

50. Seco & Copperhill (County Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	79	.05*	171	.11*
NBT	1	1600	25	.02	193	.12
NBR	1	1600	12	.01	92	.06
SBL	1	1600	3	.00	11	.01
SBT	1	1600	209	.13*	88	.06*
SBR	1	1600	460	.29	189	.12
EBL	1	1600	43	.03*	456	.29*
EBT	2	3200	34	.02	367	.14
EBR	0	0	111	.07	71	
WBL	1	1600	87	.05	35	.02
WBT	2	3200	375	.12*	119	.04*
WBR	0	0	0		4	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.60

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.06*	174	.11*
NBT	1	1600	28	.02	196	.12
NBR	1	1600	8	.01	82	.05
SBL	1	1600	3	.00	10	.01
SBT	1	1600	209	.13*	89	.06*
SBR	1	1600	461	.29	189	.12
EBL	1	1600	41	.03*	435	.27*
EBT	2	3200	45	.03	385	.15
EBR	0	0	121	.08	84	
WBL	1	1600	91	.06	40	.03
WBT	2	3200	377	.12*	123	.04*
WBR	0	0	4		9	
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.58		.58

50. Seco & Copperhill (City Methodology)

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	145	.08*	75	.04
NBT	1	1750	140	.08	208	.12*
NBR	1	1750	75	.04	131	.07
SBL	1	1750	78	.04	65	.04*
SBT	1	1750	203	.12*	158	.09
SBR	1	1750	275	.16	107	.06
EBL	1	1750	67	.04	262	.15*
EBT	2	3500	69	.04*	242	.10
EBR	0	0	73	.04	97	
WBL	1	1750	156	.09*	95	.05
WBT	2	3500	236	.08	94	.04*
WBR	0	0	31		53	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.43		.45

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	162	.09*	84	.05
NBT	1	1750	157	.09	233	.13*
NBR	1	1750	84	.05	147	.08
SBL	1	1750	87	.05	73	.04*
SBT	1	1750	227	.13*	177	.10
SBR	1	1750	308	.18	120	.07
EBL	1	1750	75	.04	293	.17*
EBT	2	3500	77	.04*	271	.11
EBR	0	0	82	.05	109	
WBL	1	1750	175	.10*	106	.06
WBT	2	3500	264	.09	105	.05*
WBR	0	0	35		59	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.47		.49

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	162	.09*	84	.05
NBT	1	1750	157	.09	233	.13*
NBR	1	1750	84	.05	147	.08
SBL	1	1750	87	.05	73	.04*
SBT	1	1750	227	.13*	177	.10
SBR	1	1750	310	.18	126	.07
EBL	1	1750	76	.04	299	.17*
EBT	2	3500	78	.04*	283	.11
EBR	0	0	82	.05	109	
WBL	1	1750	175	.10*	106	.06
WBT	2	3500	266	.09	116	.05*
WBR	0	0	35		59	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.47		.49

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	189	.11*	206	.12*
NBT	1	1750	157	.09	233	.13
NBR	1	1750	84	.05	147	.08
SBL	1	1750	87	.05	73	.04
SBT	1	1750	227	.13*	177	.10*
SBR	1	1750	308	.18	126	.07
EBL	1	1750	76	.04	299	.17*
EBT	2	3500	78	.04*	283	.14
EBR	0	0	143	.08	197	
WBL	1	1750	175	.10*	106	.06
WBT	2	3500	266	.09	111	.05*
WBR	0	0	35		59	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.49		.54

50. Seco & Copperhill (City Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	79	.05*	171	.10*
NBT	1	1750	25	.01	193	.11
NBR	1	1750	12	.01	92	.05
SBL	1	1750	3	.00	11	.01
SBT	1	1750	209	.12*	88	.05*
SBR	1	1750	460	.26	189	.11
EBL	1	1750	43	.02*	456	.26*
EBT	2	3500	34	.02	367	.13
EBR	0	0	111	.06	71	
WBL	1	1750	87	.05	35	.02
WBT	2	3500	375	.11*	119	.04*
WBR	0	0	0		4	
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.52		.55

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	90	.05*	174	.10*
NBT	1	1750	28	.02	196	.11
NBR	1	1750	8	.00	82	.05
SBL	1	1750	3	.00	10	.01
SBT	1	1750	209	.12*	89	.05*
SBR	1	1750	461	.26	189	.11
EBL	1	1750	41	.02*	435	.25*
EBT	2	3500	45	.03	385	.13
EBR	0	0	121	.07	84	
WBL	1	1750	91	.05	40	.02
WBT	2	3500	377	.11*	123	.04*
WBR	0	0	4		9	
Right Turn Adjustment			SBR	.12*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.52		.54

51. Ave Scott & Rye

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		558	{.16}*	786	{.22}*
NBT	0.5	3500	4	.16	1	.22
NBR	1	1750	66	.04	14	.01
SBL	0	0	0		0	
SBT	1	1750	0	.00*	5	.00*
SBR	0	0	0		3	
EBL	0.5		14		42	.02*
EBT	1.5	3500	112	.04*	8	.00
EBR	1	1750	489	.28	417	.24
WBL	1	1750	10	.01*	76	.04
WBT	2	3500	12	.00	122	.03*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.12*	EBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.43		.43

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		625	{.18}*	880	{.25}*
NBT	0.5	3500	4	.18	1	.25
NBR	1	1750	74	.04	16	.01
SBL	0	0	0		0	
SBT	1	1750	0	.00*	6	.01*
SBR	0	0	0		3	
EBL	0.5		16		47	.03*
EBT	1.5	3500	125	.04*	9	.01
EBR	1	1750	548	.31	467	.27
WBL	1	1750	11	.01*	85	.05
WBT	2	3500	13	.00	137	.04*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.13*	EBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.46		.49

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		762	{.22}*	974	{.28}*
NBT	0.5	3500	4	.22	1	.28
NBR	1	1750	101	.06	32	.02
SBL	0	0	0		0	
SBT	1	1750	0	.00*	6	.01*
SBR	0	0	0		3	
EBL	0.5		16		47	.03
EBT	1.5	3500	125	.04*	9	.01*
EBR	1	1750	591	.34	635	.36
WBL	1	1750	19	.01*	115	.07*
WBT	2	3500	13	.00	137	.04
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.13*	EBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.61

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		595	{.17}*	880	{.25}*
NBT	0.5	3500	4	.17	1	.25
NBR	1	1750	122	.07	402	.23
SBL	0	0	0		0	
SBT	1	1750	0	.00*	6	.01*
SBR	0	0	0		3	
EBL	0.5		16		47	
EBT	1.5	3500	248	.08*	839	.25*
EBR	1	1750	548	.31	437	.25
WBL	1	1750	351	.20*	166	.09*
WBT	2	3500	784	.22	460	.13
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.10*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.65		.70

51. Ave Scott & Rye

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	633	.18*	35	.01
NBT	1	1750	84	.16	26	.22*
NBR	0	0	201		354	
SBL	1	1750	31	.02	170	.10*
SBT	1	1750	24	.03*	169	.16
SBR	0	0	24		119	
EBL	1	1750	160	.09*	54	.03
EBT	2	3500	573	.16	1043	.30*
EBR	1	1750	24	.01	456	.26
WBL	2	3500	726	.21	158	.05*
WBT	2	3500	674	.29*	981	.30
WBR	0	0	328		83	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.69		.77

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	615	.18*	33	.01
NBT	1	1750	84	.17	24	.25*
NBR	0	0	214		413	
SBL	1	1750	32	.02	184	.11*
SBT	1	1750	23	.03*	158	.15
SBR	0	0	24		113	
EBL	1	1750	159	.09*	46	.03
EBT	2	3500	599	.17	1314	.38*
EBR	1	1750	27	.02	445	.25
WBL	2	3500	891	.25	187	.05*
WBT	2	3500	853	.34*	1127	.35
WBR	0	0	345		82	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.89

54. Seco & Bouquet

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	375	.21*	325	.19*
SBT	0	0	0		0	
SBR	2	3500	792	.23	534	.15
EBL	2	3500	270	.08*	705	.20
EBT	2	3500	606	.17	2202	.63*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2408	.50*	1070	.23
WBR	0	0	242		154	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.89		.92

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	420	.24*	364	.21*
SBT	0	0	0		0	
SBR	2	3500	887	.25	598	.17
EBL	2	3500	302	.09*	790	.23
EBT	2	3500	679	.19	2466	.70*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2697	.57*	1198	.26
WBR	0	0	271		172	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.00		1.01

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	420	.24*	364	.21*
SBT	0	0	0		0	
SBR	2	3500	891	.25	613	.18
EBL	2	3500	315	.09*	798	.23
EBT	2	3500	706	.20	2482	.71*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2705	.57*	1228	.27
WBR	0	0	271		172	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.00		1.02

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		447		380	.11*
SBT	0	5250	0	{.23}*	0	
SBR	1.5		900		606	{.02}
EBL	2	3500	306	.09*	805	.23
EBT	2	3500	679	.19	2466	.70*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2697	.57*	1198	.27
WBR	0	0	279		202	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.99		.91

54. Seco & Bouquet

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		516		446	
SBT	0	5250	0	{.28}*	0	{.14}*
SBR	1.5		1075		693	
EBL	2	3500	292	.08*	1000	.29*
EBT	2	3500	370	.11	1267	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1178	.28*	585	.17*
WBR	0	0	307		601	.34
Right Turn Adjustment					WBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.76

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		536		451	
SBT	0	5250	0	{.29}*	0	{.15}*
SBR	1.5		1082		694	
EBL	2	3500	298	.09*	999	.29*
EBT	2	3500	365	.10	1253	.36
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1162	.28*	570	.16*
WBR	0	0	311		613	.35
Right Turn Adjustment					WBR	.08*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.76		.78

55. Bouquet & Valencia/Soledad

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	15	.01	38	.02
NBT	3	5250	392	.07*	1121	.21*
NBR	1	1750	222	.13	365	.21
SBL	2	3500	510	.15*	687	.20*
SBT	3	5250	1058	.20	670	.13
SBR	2	3500	860	.25	400	.11
EBL	2	3500	210	.06*	839	.24*
EBT	3	5250	519	.10	1245	.24
EBR	0	0	15		38	
WBL	2	3500	384	.11	367	.10
WBT	3	5250	1206	.23*	870	.17*
WBR	1	1750	662	.38	588	.34
Right Turn Adjustment			WBR	.04*	WBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .94

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	17	.01*	43	.02
NBT	3	5250	439	.08	1256	.24*
NBR	1	1750	249	.14	409	.23
SBL	2	3500	571	.16	769	.22*
SBT	3	5250	1185	.23*	750	.14
SBR	2	3500	963	.28	448	.13
EBL	2	3500	235	.07*	940	.27*
EBT	3	5250	581	.11	1394	.27
EBR	0	0	17		43	
WBL	2	3500	430	.12	411	.12
WBT	3	5250	1351	.26*	974	.19*
WBR	1	1750	741	.42	659	.38
Right Turn Adjustment			WBR	.04*	WBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .71 1.04

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	17	.01	43	.02
NBT	3	5250	443	.08*	1271	.24*
NBR	1	1750	249	.14	409	.23
SBL	2	3500	666	.19*	833	.24*
SBT	3	5250	1198	.23	758	.14
SBR	2	3500	976	.28	456	.13
EBL	2	3500	239	.07*	955	.27*
EBT	3	5250	581	.11	1394	.27
EBR	0	0	17		43	
WBL	2	3500	430	.12	411	.12
WBT	3	5250	1351	.26*	974	.19*
WBR	1	1750	771	.44	770	.44
Right Turn Adjustment			WBR	.04*	WBR	.07*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .74 1.11

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	17	.01	43	.02
NBT	3	5250	443	.08*	1271	.24*
NBR	1	1750	249	.14	409	.23
SBL	2	3500	666	.19*	833	.24*
SBT	3	5250	1198	.23	758	.14
SBR	2	3500	976	.28	456	.13
EBL	3	5250	239	.05*	955	.18
EBT	3	5250	581	.11	1394	.27*
EBR	0	0	17		43	
WBL	2	3500	430	.12	411	.12*
WBT	3	5250	1526	.29*	1024	.20
WBR	1	1750	596	.34	720	.41
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .71 .97

55. Bouquet & Valencia/Soledad

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	58	.03*	35	.02
NBT	3	5250	546	.10	1292	.25*
NBR	1	1750	54	.03	339	.19
SBL	2	3500	203	.06	207	.06*
SBT	3	5250	994	.19*	770	.15
SBR	2	3500	1522	.43	914	.26
EBL	3	5250	358	.07*	1241	.24*
EBT	3	5250	827	.16	1205	.24
EBR	0	0	10		62	
WBL	2	3500	132	.04	97	.03
WBT	3	5250	1188	.23*	819	.16*
WBR	1	1750	510	.29	185	.11
Right Turn Adjustment			SBR	.19*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.81

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	57	.03*	34	.02
NBT	3	5250	546	.10	1315	.25*
NBR	1	1750	50	.03	337	.19
SBL	2	3500	239	.07	214	.06*
SBT	3	5250	1013	.19*	787	.15
SBR	2	3500	1534	.44	890	.25
EBL	3	5250	356	.07*	1241	.24*
EBT	3	5250	841	.16	1197	.24
EBR	0	0	7		59	
WBL	2	3500	133	.04	98	.03
WBT	3	5250	1161	.22*	815	.16*
WBR	1	1750	496	.28	189	.11
Right Turn Adjustment			SBR	.20*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.81

56. McBean & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	62	.02*	56	.02
NBT	3	5250	636	.12	1426	.27*
NBR	f		35		133	
SBL	2	3500	64	.02	152	.04*
SBT	3	5250	989	.19*	854	.16
SBR	f		906		363	
EBL	2	3500	316	.09*	880	.25*
EBT	2	3500	278	.08	536	.15
EBR	1	1750	21	.01	58	.03
WBL	2	3500	45	.01	229	.07
WBT	2	3500	440	.13*	411	.12*
WBR	1	1750	71	.04	190	.11
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.53		.78

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	69	.02*	63	.02
NBT	3	5250	712	.14	1597	.30*
NBR	f		39		149	
SBL	2	3500	72	.02	170	.05*
SBT	3	5250	1108	.21*	956	.18
SBR	f		1015		407	
EBL	2	3500	354	.10*	986	.28*
EBT	2	3500	311	.09	600	.17
EBR	1	1750	24	.01	65	.04
WBL	2	3500	50	.01	256	.07
WBT	2	3500	493	.14*	460	.13*
WBR	1	1750	80	.05	213	.12
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.86

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	69	.02*	63	.02
NBT	3	5250	838	.16	2122	.40*
NBR	f		39		149	
SBL	2	3500	182	.05	254	.07*
SBT	3	5250	1569	.30*	1260	.24
SBR	f		1096		456	
EBL	2	3500	378	.11*	1076	.31*
EBT	2	3500	311	.09	600	.17
EBR	1	1750	24	.01	65	.04
WBL	2	3500	50	.01	256	.07
WBT	2	3500	493	.14*	460	.13*
WBR	1	1750	112	.06	350	.20
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.67		1.03

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	69	.02*	63	.02
NBT	4	7000	771	.11	1705	.24*
NBR	f		39		149	
SBL	2	3500	182	.05	254	.07*
SBT	3	5250	1187	.23*	1078	.21
SBR	f		887		423	
EBL	2	3500	370	.11*	866	.25*
EBT	2	3500	311	.09	600	.17
EBR	1	1750	24	.01	65	.04
WBL	2	3500	50	.01	256	.07
WBT	2	3500	493	.14*	460	.13*
WBR	1	1750	290	.17	400	.23
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION				.60		.82

56. McBean & Magic Mtn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	287	.08	299	.09
NBT	4	7000	1696	.24*	1280	.18*
NBR	f		325		414	
SBL	2	3500	654	.19*	604	.17*
SBT	4	7000	1273	.18	1800	.26
SBR	f		441		351	
EBL	2	3500	104	.03	446	.13*
EBT	3	5250	1348	.26*	1235	.24
EBR	1	1750	73	.04	113	.06
WBL	2	3500	169	.05*	279	.08
WBT	2.5	7000	1190	{.23}	1141	{.24}*
WBR	1.5		643	{.23}	787	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.84		.82

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	279	.08	292	.08
NBT	4	7000	1663	.24*	1357	.19*
NBR	f		314		402	
SBL	2	3500	705	.20*	622	.18*
SBT	4	7000	1374	.20	1812	.26
SBR	f		472		352	
EBL	2	3500	108	.03	449	.13*
EBT	3	5250	1348	.26*	1221	.23
EBR	1	1750	66	.04	116	.07
WBL	2	3500	169	.05*	273	.08
WBT	2.5	7000	1174	{.22}	1141	{.25}*
WBR	1.5		650	{.22}	834	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.85		.85

57. Valencia & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	24	.01*	50	.03
NBT	3	5250	657	.14	1534	.32*
NBR	0	0	73		171	
SBL	1	1750	29	.02	59	.03*
SBT	3	5250	1486	.28*	976	.19
SBR	1	1750	453	.26	411	.23
EBL	2	3500	155	.04	518	.15*
EBT	2	3500	95	.04*	272	.09
EBR	0	0	38		37	
WBL	1	1750	135	.08*	172	.10
WBT	2	3500	186	.05	230	.07*
WBR	1	1750	34	.02	49	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.51		.67

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	27	.02*	56	.03
NBT	3	5250	736	.16	1718	.36*
NBR	0	0	82		192	
SBL	1	1750	32	.02	66	.04*
SBT	3	5250	1664	.32*	1093	.21
SBR	1	1750	507	.29	460	.26
EBL	2	3500	174	.05	580	.17*
EBT	2	3500	106	.04*	305	.10
EBR	0	0	43		41	
WBL	1	1750	151	.09*	193	.11
WBT	2	3500	208	.06	258	.07*
WBR	1	1750	38	.02	55	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.74

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	31	.02*	71	.04
NBT	3	5250	736	.16	1718	.36*
NBR	0	0	82		192	
SBL	1	1750	32	.02	66	.04*
SBT	3	5250	1664	.32*	1093	.21
SBR	1	1750	507	.29	460	.26
EBL	2	3500	174	.05	580	.17*
EBT	2	3500	147	.06*	336	.11
EBR	0	0	56		49	
WBL	1	1750	151	.09*	193	.11
WBT	2	3500	222	.06	309	.09*
WBR	1	1750	38	.02	55	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.59		.76

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	27	.02*	56	.03
NBT	3	5250	736	.16	1718	.36*
NBR	0	0	82		192	
SBL	1	1750	32	.02	66	.04*
SBT	3	5250	1664	.32*	1093	.21
SBR	1	1750	682	.39	510	.29
EBL	2	3500	174	.05	580	.17*
EBT	2	3500	147	.05*	336	.11
EBR	0	0	43		41	
WBL	1	1750	151	.09*	193	.11
WBT	2	3500	222	.06	309	.09*
WBR	1	1750	38	.02	55	.03
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.59		.76

57. Valencia & Magic Mtn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	40	.02*	121	.07
NBT	3	5250	559	.14	1397	.35*
NBR	0	0	152		447	
SBL	1	1750	26	.01	54	.03*
SBT	3	5250	1281	.24*	723	.14
SBR	f		1394		1189	
EBL	2	3500	920	.26*	1054	.30
EBT	2	3500	578	.18	1065	.35*
EBR	0	0	54		174	
WBL	2	3500	316	.09	386	.11*
WBT	2	3500	972	.28*	468	.13
WBR	1	1750	65	.04	53	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.90		.94

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	39	.02*	120	.07
NBT	3	5250	549	.13	1401	.35*
NBR	0	0	148		447	
SBL	1	1750	24	.01	52	.03*
SBT	3	5250	1286	.24*	709	.14
SBR	f		1372		1169	
EBL	2	3500	927	.26*	1032	.29
EBT	2	3500	594	.18	1045	.35*
EBR	0	0	51		174	
WBL	2	3500	310	.09	394	.11*
WBT	2	3500	954	.27*	473	.14
WBR	1	1750	61	.03	57	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.89		.94

57. Valencia & Magic Mtn (CMP Methodology)

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	121	.08
NBT	3	4800	559	.15	1397	.38*
NBR	0	0	152		447	
SBL	1	1600	26	.02	54	.03*
SBT	3	4800	1281	.27*	723	.15
SBR	f		1394		1189	
EBL	2	2880	920	.32*	1054	.37*
EBT	2	3200	578	.20	1065	.39
EBR	0	0	54		174	
WBL	2	2880	316	.11	386	.13
WBT	2	3200	972	.30*	468	.15*
WBR	1	1600	65	.04	53	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.02		1.03

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	39	.02*	120	.08
NBT	3	4800	549	.15	1401	.39*
NBR	0	0	148		447	
SBL	1	1600	24	.02	52	.03*
SBT	3	4800	1286	.27*	709	.15
SBR	f		1372		1169	
EBL	2	2880	927	.32*	1032	.36
EBT	2	3200	594	.20	1045	.38*
EBR	0	0	51		174	
WBL	2	2880	310	.11	394	.14*
WBT	2	3200	954	.30*	473	.15
WBR	1	1600	61	.04	57	.04
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.01		1.04

58. San Fernando & Magic Mtn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	215	.06*	264	.08
NBT	2	3500	622	.18	1586	.45*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1322	.38*	927	.26
SBR	1	1750	110	.06	106	.06
EBL	1	1750	47	.03*	199	.11*
EBT	0	0	0		0	
EBR	2	3500	124	.04	278	.08
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.66

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	241	.07*	296	.08
NBT	2	3500	697	.20	1776	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1481	.42*	1038	.30
SBR	1	1750	123	.07	119	.07
EBL	1	1750	53	.03*	223	.13*
EBT	0	0	0		0	
EBR	2	3500	139	.04	311	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.62		.74

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	255	.07*	347	.10
NBT	2	3500	697	.20	1776	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1481	.42*	1038	.30
SBR	1	1750	123	.07	119	.07
EBL	1	1750	53	.03*	223	.13*
EBT	0	0	0		0	
EBR	2	3500	180	.05	342	.10
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.62		.74

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	255	.07*	347	.10
NBT	2	3500	697	.20	1776	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1481	.42*	1038	.30
SBR	1	1750	123	.07	119	.07
EBL	1	1750	53	.03*	223	.13*
EBT	0	0	0		0	
EBR	2	3500	180	.05	342	.10
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.62		.74

59. McBean & Valencia

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	229	.07*	113	.03
NBT	3	5250	566	.11	877	.17*
NBR	2	3500	454	.13	689	.20
SBL	2	3500	49	.01	49	.01*
SBT	3	5250	535	.10*	739	.14
SBR	1	1750	785	.45	390	.22
EBL	2	3500	221	.06*	786	.22*
EBT	3	5250	603	.11	983	.19
EBR	1	1750	86	.05	225	.13
WBL	2	3500	351	.10	601	.17
WBT	3	5250	1034	.20*	847	.16*
WBR	1	1750	22	.01	49	.03
Right Turn Adjustment			SBR	.30*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.83		.66

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	256	.07*	127	.04
NBT	3	5250	634	.12	982	.19*
NBR	2	3500	508	.15	772	.22
SBL	2	3500	55	.02	55	.02*
SBT	3	5250	599	.11*	828	.16
SBR	1	1750	879	.50	437	.25
EBL	2	3500	248	.07*	880	.25*
EBT	3	5250	675	.13	1101	.21
EBR	1	1750	96	.05	252	.14
WBL	2	3500	393	.11	673	.19
WBT	3	5250	1158	.22*	949	.18*
WBR	1	1750	25	.01	55	.03
Right Turn Adjustment			SBR	.34*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.91		.74

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	256	.07*	127	.04
NBT	3	5250	652	.12	1053	.20*
NBR	2	3500	508	.15	772	.22
SBL	2	3500	55	.02	55	.02*
SBT	3	5250	654	.12*	867	.17
SBR	1	1750	1217	.70	661	.38
EBL	2	3500	336	.10*	1258	.36*
EBT	3	5250	675	.13	1101	.21
EBR	1	1750	96	.05	252	.14
WBL	2	3500	393	.11	673	.19
WBT	3	5250	1158	.22*	949	.18*
WBR	1	1750	25	.01	55	.03
Right Turn Adjustment			SBR	.50*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.11		.86

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	256	.07*	127	.04
NBT	3	5250	652	.12	1048	.20*
NBR	2	3500	508	.15	772	.22
SBL	2	3500	55	.02	55	.02*
SBT	3	5250	654	.12*	867	.17
SBR	1	1750	823	.47	465	.27
EBL	2	3500	270	.08*	841	.24*
EBT	3	5250	675	.13	1101	.21
EBR	1	1750	96	.05	252	.14
WBL	2	3500	393	.11	673	.19
WBT	3	5250	1158	.22*	949	.18*
WBR	1	1750	25	.01	55	.03
Right Turn Adjustment			SBR	.29*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.88		.74

59. McBean & Valencia

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	285	.08	98	.03*
NBT	3	5250	1397	.27*	1024	.20
NBR	2	3500	635	.18	703	.20
SBL	2	3500	33	.01*	175	.05
SBT	2.5	7000	645	{.17}	1157	{.24}*
SBR	1.5		836		860	
EBL	2	3500	832	.24*	831	.24
EBT	3	5250	520	.10	1199	.23*
EBR	1	1750	45	.03	286	.16
WBL	2	3500	271	.08	797	.23*
WBT	3	5250	1315	.25*	934	.18
WBR	1	1750	77	.04	135	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.87		.83

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	277	.08	95	.03*
NBT	3	5250	1364	.26*	1073	.20
NBR	2	3500	617	.18	715	.20
SBL	2	3500	33	.01*	182	.05
SBT	2.5	7000	704	{.18}	1164	{.24}*
SBR	1.5		871		853	
EBL	2	3500	814	.23*	844	.24
EBT	3	5250	507	.10	1189	.23*
EBR	1	1750	52	.03	284	.16
WBL	2	3500	293	.08	778	.22*
WBT	3	5250	1313	.25*	933	.18
WBR	1	1750	74	.04	138	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.85		.82

70. Tourney & Valencia

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	5	.00	149	.04*
SBT	0	0	0		0	
SBR	1	1750	48	.03	86	.05
EBL	1	1750	60	.03*	43	.02
EBT	3	5250	797	.15	1707	.33*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	1719	.49*	929	.27
WBR	1	1750	95	.05	100	.06
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.63		.47

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	6	.00	167	.05*
SBT	0	0	0		0	
SBR	1	1750	54	.03	96	.05
EBL	1	1750	67	.04*	48	.03
EBT	3	5250	893	.17	1912	.36*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	1925	.55*	1040	.30
WBR	1	1750	106	.06	112	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.69		.51

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	6	.00	167	.05*
SBT	0	0	0		0	
SBR	1	1750	54	.03	96	.05
EBL	1	1750	67	.04*	48	.03
EBT	3	5250	978	.19	2264	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	2250	.64*	1244	.36
WBR	1	1750	106	.06	112	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.78		.58

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	6	.00	167	.05*
SBT	0	0	0		0	
SBR	1	1750	54	.03	96	.05
EBL	1	1750	67	.04*	48	.03
EBT	3	5250	909	.17	1847	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	1854	.53*	1048	.30
WBR	1	1750	106	.06	112	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.67		.50

70. Tourney & Valencia

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	99	.03*	339	.10*
SBT	0	0	0		0	
SBR	1	1750	96	.05	277	.16
EBL	1	1750	290	.17*	163	.09
EBT	3	5250	1241	.24	2211	.42*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2185	.42*	1578	.30
WBR	1	1750	352	.20	194	.11
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		.62

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	95	.03*	332	.09*
SBT	0	0	0		0	
SBR	1	1750	95	.05	268	.15
EBL	1	1750	286	.16*	162	.09
EBT	3	5250	1212	.23	2197	.42*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2196	.42*	1551	.30
WBR	1	1750	356	.20	201	.11
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.71		.61

71. Rockwell & Valencia

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		91	.03*	89	.03*
NBT	0	5250	0		0	
NBR	1.5		134	{.00}	308	.09
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	638	.15*	1661	.35*
EBR	0	0	130		199	
WBL	1	1750	426	.24*	385	.22*
WBT	3	5250	1608	.31	840	.16
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.52		.70

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		102	.03*	100	.03*
NBT	0	5250	0		0	
NBR	1.5		150	{.00}	345	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	715	.16*	1860	.40*
EBR	0	0	146		223	
WBL	1	1750	477	.27*	431	.25*
WBT	3	5250	1801	.34	941	.18
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.56		.78

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		102	.03*	100	.03*
NBT	0	5250	0		0	
NBR	1.5		150	{.00}	345	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	800	.18*	2212	.46*
EBR	0	0	146		223	
WBL	1	1750	477	.27*	431	.25*
WBT	3	5250	2126	.40	1145	.22
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.58		.84

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		102	.03*	100	.03*
NBT	0	5250	0		0	
NBR	1.5		150	{.00}	345	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	731	.17*	1795	.38*
EBR	0	0	146		223	
WBL	1	1750	477	.27*	431	.25*
WBT	3	5250	1730	.33	949	.18
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.76

71. Rockwell & Valencia

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		126	.04*	70	{.03}*
NBT	0	5250	0		0	{.03}
NBR	1.5		85	{.00}	216	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1204	.24	2186	.48*
EBR	0	0	71		323	
WBL	1	1750	206	.12	137	.08*
WBT	3	5250	2396	.46*	1685	.32
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.60		.69

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		122	.03*	67	{.04}*
NBT	0	5250	0		0	{.04}
NBR	1.5		85	{.00}	222	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1181	.24	2182	.48*
EBR	0	0	77		316	
WBL	1	1750	211	.12	141	.08*
WBT	3	5250	2405	.46*	1675	.32
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.59		.70

72. Tibbitts & Scott

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	4	.00	27	.02
NBT	2	3500	36	.01	359	.10*
NBR	0	0	3		4	
SBL	1	1750	23	.01	39	.02*
SBT	1	1750	151	.09*	38	.02
SBR	2	3500	1263	.36	362	.10
EBL	2	3500	412	.12*	1113	.32*
EBT	1	1750	140	.08	83	.05
EBR	1	1750	9	.01	32	.02
WBL	1	1750	3	.00	3	.00
WBT	2	3500	19	.01*	161	.07*
WBR	0	0	11		90	
Right Turn Adjustment			SBR	.18*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.50		.61

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	4	.00	30	.02
NBT	2	3500	40	.01	402	.12*
NBR	0	0	3		4	
SBL	1	1750	26	.01	44	.03*
SBT	1	1750	169	.10*	43	.02
SBR	2	3500	1415	.40	405	.12
EBL	2	3500	461	.13*	1247	.36*
EBT	1	1750	157	.09	93	.05
EBR	1	1750	10	.01	36	.02
WBL	1	1750	3	.00	3	.00
WBT	2	3500	21	.01*	180	.08*
WBR	0	0	12		101	
Right Turn Adjustment			SBR	.20*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.54		.69

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	4	.00	30	.02
NBT	2	3500	52	.02	453	.13*
NBR	0	0	3		4	
SBL	1	1750	26	.01	44	.03*
SBT	1	1750	209	.12*	74	.04
SBR	2	3500	1647	.47	563	.16
EBL	2	3500	525	.15*	1510	.43*
EBT	1	1750	157	.09	93	.05
EBR	1	1750	10	.01	36	.02
WBL	1	1750	3	.00	3	.00
WBT	2	3500	21	.01*	180	.08*
WBR	0	0	12		101	
Right Turn Adjustment			SBR	.24*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.62		.77

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	4	.00	30	.02
NBT	2	3500	48	.01*	347	.13*
NBR	0	0	3		104	
SBL	1	1750	263	.15*	144	.08*
SBT	1	1750	160	.09	68	.04
SBR	2	3500	788	.23	277	.08
EBL	2	3500	273	.08*	503	.14*
EBT	2	3500	257	.08	493	.15
EBR	0	0	10		36	
WBL	1	1750	53	.03	3	.00
WBT	2	3500	296	.14*	280	.16*
WBR	0	0	203		269	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.49		.61

72. Tibbitts & Scott

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	4	.00	0	.00
NBT	2	3500	65	.03	285	.16*
NBR	0	0	47		292	.17
SBL	1	1750	206	.12	218	.12*
SBT	1	1750	273	.16*	96	.05
SBR	2	3500	1184	.34	138	.04
EBL	2	3500	80	.02	752	.21*
EBT	2	3500	134	.04*	846	.24
EBR	0	0	0		6	
WBL	1	1750	608	.35*	71	.04
WBT	2	3500	675	.28	182	.10*
WBR	0	0	302		186	.11
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.75		.69

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	4	.00	0	.00
NBT	2	3500	65	.03*	316	.17*
NBR	0	0	46		286	
SBL	1	1750	313	.18*	241	.14*
SBT	1	1750	291	.17	73	.04
SBR	2	3500	1147	.33	149	.04
EBL	2	3500	80	.02	730	.21*
EBT	2	3500	148	.04*	813	.23
EBR	0	0	0		7	
WBL	1	1750	578	.33*	79	.05
WBT	2	3500	653	.27	178	.10*
WBR	0	0	296		287	.16
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		.72

75. Old Rd & SB I-5 Ramps

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	208	.07	187	.06*
NBR	1	1600	319	.20	1202	.75
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	189	.12*	63	.04*
WBT	0	0	0		0	
WBR	1	1600	3	.00	3	.00
Right Turn Adjustment			NBR	.04*	NBR	.66*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.36		.89

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	233	.07	209	.07*
NBR	1	1600	357	.22	1346	.84
EBR	0	0	0		0	
WBL	1	1600	212	.13*	71	.04*
WBT	0	0	0		0	
WBR	1	1600	3	.00	3	.00
Right Turn Adjustment			NBR	.04*	NBR	.74*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.38		.98

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	274	.09*	240	.08*
NBR	1	1600	384	.24	1362	.85
SBL	1	1600	47	.03*	54	.03*
SBT	2	3200	371	.12	279	.09
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	234	.15*	152	.10*
WBT	0	0	0		0	
WBR	1	1600	3	.00	3	.00
Right Turn Adjustment			NBR	.04*	NBR	.69*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.41		1.00

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	274	.09*	240	.08*
NBR	f		988		1591	
SBL	1	1600	47	.03*	54	.03*
SBT	2	3200	371	.12	279	.09
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	234	.15*	152	.10*
WBT	0	0	0		0	
WBR	1	1600	3	.00	3	.00
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.37		.31

75. Old Rd & SB I-5 Ramps

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	1124	.35*	832	.26*
NBR	f		350		932	
SBL	1	1600	191	.12*	582	.36*
SBT	2	3200	874	.27	793	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		345		119	
WBT	0	2880	0	.13*	0	.04*
WBR	0.5		32		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.70		.76

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	1109	.35*	842	.26*
NBR	f		350		950	
SBL	1	1600	191	.12*	568	.36*
SBT	2	3200	854	.27	802	.25
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		343		120	
WBT	0	2880	0	.13*	0	.04*
WBR	0.5		31		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.70		.76

85. Stanford & Rye Cyn

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	130	.07*	342	.20*
NBT	2	3500	90	.03	194	.07
NBR	0	0	24		44	
SBL	1	1750	46	.03	34	.02
SBT	2	3500	141	.05*	265	.15*
SBR	0	0	35		441	.25
EBL	1	1750	194	.11	37	.02*
EBT	2	3500	889	.49*	215	.12
EBR	0	0	819		245	.14
WBL	1	1750	11	.01*	26	.01
WBT	2	3500	309	.11	1024	.31*
WBR	0	0	91		74	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		.86

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	146	.08*	383	.22*
NBT	2	3500	101	.04	217	.08
NBR	0	0	27		49	
SBL	1	1750	52	.03	38	.02
SBT	2	3500	158	.06*	297	.17*
SBR	0	0	39		494	.28
EBL	1	1750	217	.12	41	.02*
EBT	2	3500	996	.55*	241	.14
EBR	0	0	917		274	.16
WBL	1	1750	12	.01*	29	.02
WBT	2	3500	346	.13	1147	.35*
WBR	0	0	102		83	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.80		.95

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	159	.09*	391	.22*
NBT	2	3500	101	.04	217	.08
NBR	0	0	27		49	
SBL	1	1750	52	.03	38	.02
SBT	2	3500	158	.06*	297	.17*
SBR	0	0	39		494	.28
EBL	1	1750	217	.12	41	.02*
EBT	2	3500	1035	.56*	387	.19
EBR	0	0	921		289	
WBL	1	1750	12	.01*	29	.02
WBT	2	3500	401	.16	1186	.38*
WBR	0	0	170		130	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.82		.98

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	146	.04	383	.11*
NBT	1	1750	101	.07*	217	.15
NBR	0	0	27		49	
SBL	1	1750	52	.03*	38	.02
SBT	2	3500	158	.06	297	.17*
SBR	0	0	39		494	.28
EBL	1	1750	217	.12	41	.02*
EBT	2	3500	1115	.58*	1030	.37
EBR	0	0	917		274	
WBL	1	1750	12	.01*	29	.02
WBT	2	3500	1019	.34	1423	.44*
WBR	0	0	170		130	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.79		.93

85. Stanford & Rye Cyn

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	445	.13*	467	.13*
NBT	1	1750	107	.09	201	.12
NBR	0	0	57		2	
SBL	1	1750	88	.05	2	.00
SBT	2	3500	85	.05*	119	.07*
SBR	0	0	101	.06	381	.22
EBL	1	1750	403	.23	176	.10*
EBT	2	3500	930	.44*	806	.34
EBR	0	0	604		377	
WBL	1	1750	0	.00	49	.03
WBT	2	3500	440	.13	1077	.33*
WBR	0	0	6		80	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		.80

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	543	.16*	450	.13*
NBT	1	1750	111	.10	192	.11
NBR	0	0	59		0	
SBL	1	1750	85	.05	2	.00
SBT	2	3500	81	.05*	119	.07*
SBR	0	0	100	.06	369	.21
EBL	1	1750	386	.22	171	.10*
EBT	2	3500	940	.44*	1018	.40
EBR	0	0	584		395	
WBL	1	1750	0	.00	50	.03
WBT	2	3500	566	.16	1203	.37*
WBR	0	0	7		77	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.75		.83

88. McBean & Scott

Existing Count

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	1011	.19	2516	.48*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5250	2631	.50*	1465	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.60		.58

Existing + Ambient

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	1132	.22	2818	.54*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5250	2947	.56*	1641	.31
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.66		.64

Existing + Ambient + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	1320	.25	3600	.69*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5250	3653	.70*	2111	.40
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.80		.79

Existing + Ambient + Project with Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	516	.15*	268	.08
NBT	3	5250	812	.15	2771	.53*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5250	2712	.52*	1288	.25
SBR	0	0	0		0	
EBL	1	1750	0	.00	0	.00
EBT	0	0	0		0	
EBR	2	3500	337	.10	600	.17
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.77		.63

88. McBean & Scott

SCVCTM Interim Year without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1084	.31*	477	.14*
NBT	3	5250	1372	.26	2037	.39
NBR	1	1750	41	.02	167	.10
SBL	1	1750	7	.00	55	.03
SBT	3	5250	1842	.35*	1763	.34*
SBR	1	1750	479	.27	110	.06
EBL	2	3500	51	.01	409	.12*
EBT	1	1750	2	.00*	49	.03
EBR	2	3500	454	.13	1006	.29
WBL	1	1750	155	.09*	89	.05
WBT	1	1750	53	.03	15	.01*
WBR	1	1750	59	.03	34	.02
Right Turn Adjustment					EBR	.07*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .85 .78

SCVCTM Interim Year with Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1058	.30*	574	.16*
NBT	3	5250	1384	.26	2099	.40
NBR	1	1750	33	.02	166	.09
SBL	1	1750	12	.01	62	.04
SBT	3	5250	1933	.37*	1821	.35*
SBR	1	1750	463	.26	102	.06
EBL	2	3500	51	.01	394	.11*
EBT	1	1750	6	.00*	46	.03
EBR	2	3500	554	.16	998	.29
WBL	1	1750	158	.09*	86	.05
WBT	1	1750	53	.03	18	.01*
WBR	1	1750	60	.03	31	.02
Right Turn Adjustment					EBR	.06*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .86 .79

158. Copper Hill & "B" Street

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	529	.18*	203	.07
NBT	4	6400	357	.06	2567	.40*
NBR	0	0	0		0	
SBL	1	1600	0	.00	0	.00
SBT	4	6400	2947	.46*	1279	.20
SBR	1	1600	256	.16	171	.11
EBL	2	2880	15	.01*	264	.09*
EBT	1	1600	0	.00	0	.00
EBR	2	3200	203	.06	457	.14
WBL	1	1600	0	.00	0	.00
WBT	1	1600	0	.00*	0	.00*
WBR	1	1600	0	.00	0	.00
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .75 .59

159. Copper Hill & Commercial #1

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03*	83	.05
NBT	3	4800	307	.06	2326	.48*
NBR	1	1600	23	.01	227	.14
SBL	1	1600	6	.00	21	.01*
SBT	3	4800	2647	.55*	1236	.26
SBR	1	1600	40	.03	165	.10
EBL	2	2880	29	.01	157	.05*
EBT	2	3200	29	.01*	14	.01
EBR	0	0	15		100	.06
WBL	2	2880	176	.06*	114	.04
WBT	1	1600	15	.01	14	.01*
WBR	1	1600	15	.01	14	.01
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .65

160. Copper Hill & "C" St South

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	23	.01*	62	.04
NBT	3	4800	305	.07	2353	.51*
NBR	0	0	23		83	
SBL	1	1600	6	.00	41	.03*
SBT	3	4800	2429	.51*	1279	.28
SBR	0	0	6		41	
EBL	1	1600	15	.01	29	.02*
EBT	1	1600	15	.01*	14	.01
EBR	1	1600	117	.07	72	.05
WBL	2	2880	147	.05*	72	.03
WBT	1	1600	15	.02	14	.03*
WBR	0	0	15		29	
Right Turn Adjustment			EBR	.05*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .69

161. Copper Hill & "C" St North

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	23	.01*	124	.08
NBT	3	4800	311	.06	2287	.48*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2324	.49*	1290	.28
SBR	0	0	6		41	
EBL	1	1600	15	.01*	29	.02*
EBT	0	0	0		0	
EBR	1	1600	117	.07	72	.05
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.05*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .66 .60

162. Copper Hill & Commercial #2

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.00	62	.04
NBT	3	4800	286	.07	2087	.47*
NBR	0	0	35		165	
SBL	1	1600	6	.00	41	.03*
SBT	3	4800	2300	.48*	1203	.26
SBR	0	0	6		21	
EBL	1	1600	15	.01*	14	.01
EBT	1	1600	15	.01	14	.01*
EBR	1	1600	15	.01	14	.01
WBL	1	1600	15	.01	114	.07*
WBT	1	1600	15	.01*	14	.01
WBR	1	1600	15	.01	86	.05
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .60 .68

163. Copper Hill & "YY" North

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.00	62	.04
NBT	3	4800	229	.05	1878	.39*
NBR	1	1600	81	.05	248	.16
SBL	1	1600	40	.03	186	.12*
SBT	3	4800	2004	.42*	1136	.24
SBR	0	0	6		21	
EBL	1	1600	15	.01	14	.01*
EBT	1	1600	15	.01*	14	.01
EBR	1	1600	15	.01	14	.01
WBL	2	2880	293	.10*	114	.04
WBT	1	1600	15	.08	14	.04*
WBR	0	0	117		57	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .66

164. Copper Hill & Attached Res

Project plus Background Volumes

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	12	.01*	21	.01
NBT	3	4800	349	.07	1929	.40*
NBR	0	0	0		0	
SBL	1	1600	0	.00	0	.00
SBT	3	4800	2021	.42*	1328	.28
SBR	0	0	6		21	
EBL	1	1600	15	.01*	14	.01*
EBT	0	0	0		0	
EBR	1	1600	29	.02	14	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .54 .51

APPENDIX C

Explanation and Calculation of Intersection Capacity Utilization

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at a signalized intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a percent, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an Intersection Capacity Utilization of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires 1,600/3,200 or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the Intersection Capacity Utilization is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.

2. Number of lanes that serve each movement.

3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.

4. Capacity assumed per lane.

5. Capacity available to serve each movement (number of lanes times capacity per lane).

6. Volume to capacity ratio for each movement.

7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.

8. The yellow time or clearance interval assumed.

9. Adjustments for right turn movements.

10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.

2. Number of lanes that serve each movement.

3. The approach and exit leg volumes.

4. The two-way leg volumes.

5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The Intersection Capacity Utilization calculation assumes that a signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of

approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates' software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A Free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green

for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the signal cycle is still needed for the northbound right turns

(25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since 800/1,600 is 50 percent. It is our opinion that the Critical Lane Method is inferior to the

Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

Critical Lane Method Method Result	**Intersection Capacity Utilization Result**
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1,120 vehicles per hour	70 percent
1,280 vehicles per hour	80 percent
1,440 vehicles per hour	90 percent
1,600 vehicles per hour	100 percent
1,760 vehicles per hour	110 percent

INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

Interim Year With Project - Morning Peak Hour

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 I-5 NB Ramps & SR-126

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 2			0 0 0 0 0			0 0 2 0 1			2 0 2 0 0		
Volume Module:												
Base Vol:	931	0	627	0	0	0	0	1290	143	584	1047	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	931	0	627	0	0	0	0	1290	143	584	1047	0
Added Vol:	0	0	0	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	931	0	627	0	0	0	0	1290	143	586	1047	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	931	0	627	0	0	0	0	1290	143	609	1047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	931	0	627	0	0	0	0	1290	143	609	1047	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	931	0	627	0	0	0	0	1290	143	609	1047	0
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3500	0	3500	0	0	0	0	3500	1750	3500	3500	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.37	0.08	0.17	0.30	0.00
Crit Moves:	****							****		****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 I-5 SB Ramps & Magic Mtn

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	981	0	20	0	703	531	225	2549	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	981	0	20	0	703	531	225	2549	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	981	0	20	0	703	531	225	2550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	981	0	20	0	703	0	225	2550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	981	0	20	0	703	0	225	2550	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	981	0	20	0	703	0	225	2550	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	2880	0	1600	0	3200	1600	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.01	0.00	0.22	0.00	0.14	0.53	0.00
Crit Moves:				****			****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #9 I-5 NB Ramps & Magic Mtn

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	1657	0	24	0	0	0	37	1649	0	0	1116	896
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1657	0	24	0	0	0	37	1649	0	0	1116	896
Added Vol:	1	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1658	0	24	0	0	0	37	1649	0	0	1116	896
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1658	0	24	0	0	0	37	1649	0	0	1116	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1658	0	24	0	0	0	37	1649	0	0	1116	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1658	0	24	0	0	0	37	1649	0	0	1116	0
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	3500	0	1750	0	0	0	1750	5250	0	0	3500	1750
Capacity Analysis Module:												
Vol/Sat:	0.47	0.00	0.01	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.32	0.00
Crit Moves:	****						****				****	

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Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 I-5 SB Ramps & Valencia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	4 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 1			0 0 3 0 0			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	84	0	27	0	915	0	0	1128	1211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	0	27	0	915	0	0	1128	1211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	84	0	27	0	915	0	0	1128	1211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	84	0	27	0	915	0	0	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	27	0	915	0	0	1128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	84	0	27	0	915	0	0	1128	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	1600	0	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.00	0.19	0.00	0.00	0.24	0.00
Crit Moves:				****			****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #12 I-5 NB Ramps & Valencia

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 2			0 0 0 0 0			0 0 3 0 1			1 0 4 0 0		
Volume Module:												
Base Vol:	495	0	936	0	0	0	0	562	114	447	1843	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	0	936	0	0	0	0	562	114	447	1843	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	0	936	0	0	0	0	562	114	447	1843	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	495	0	0	0	0	0	0	562	114	451	1843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	0	0	0	0	0	0	562	114	451	1843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	0	0	0	0	0	0	562	114	451	1843	0
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	3500	0	3500	0	0	0	0	5250	1750	1750	7000	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.07	0.26	0.26	0.00
Crit Moves:	****							****		****		

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Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Old Road & Rye

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	8 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	2	2 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	763	1371	542	657	0	0	0	0	512	0	695
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	763	1371	542	657	0	0	0	0	512	0	695
Added Vol:	0	0	1	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	763	1372	545	657	0	0	0	0	512	0	698
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	763	0	545	657	0	0	0	0	517	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	763	0	545	657	0	0	0	0	517	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	763	0	545	657	0	0	0	0	517	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	3200	2880	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.19	0.21	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:		****		****						****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Old Road & Magic Mtn

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 1		2 0 0	1 0		1 0 3	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	382	519	127	636	175	17	13	471	28	195	816	1537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	519	127	636	175	17	13	471	28	195	816	1537
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	519	127	636	175	17	13	471	28	195	816	1538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	382	519	127	636	175	17	13	471	28	195	816	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	519	127	636	175	17	13	471	28	195	816	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	382	519	127	636	175	17	13	471	28	195	816	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.91	0.09	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1458	142	1600	4800	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.16	0.08	0.22	0.12	0.12	0.01	0.10	0.02	0.07	0.26	0.00
Crit Moves:		****		****			****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Tourney & Magic Mtn

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	100	0	97	0	0	0	0	1490	183	189	1910	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	97	0	0	0	0	1490	183	189	1910	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	97	0	0	0	0	1490	183	189	1910	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	97	0	0	0	0	1490	183	189	1929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	97	0	0	0	0	1490	183	189	1929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	97	0	0	0	0	1490	183	189	1929	0
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3500	1750	1750	3500	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.10	0.11	0.55	0.00
Crit Moves:	****						****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 Copperhill & Decoro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	415	185	238	2820	0	0	0	0	597	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	415	185	238	2820	0	0	0	0	597	0	47
Added Vol:	0	10	0	9	14	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	185	247	2834	0	0	0	0	597	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	185	247	2834	0	0	0	0	597	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	185	247	2834	0	0	0	0	597	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	185	247	2834	0	0	0	0	597	0	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4800	1600	2880	4800	0	0	0	0	2880	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.12	0.09	0.59	0.00	0.00	0.00	0.00	0.21	0.00	0.02
Crit Moves:	****				****					****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 Dickason & Decoro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	17 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 2			0 0 0 0 0			0 0 2 0 1			2 0 2 0 0		
Volume Module:												
Base Vol:	20	0	44	0	0	0	0	195	328	944	627	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	44	0	0	0	0	195	328	944	627	0
Added Vol:	9	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	44	0	0	0	0	195	337	944	627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	44	0	0	0	0	195	0	944	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	44	0	0	0	0	195	0	944	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	44	0	0	0	0	195	0	944	627	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1600	0	3200	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00	0.33	0.20	0.00
Crit Moves:	****							****		****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 McBean & Decoro

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 2 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	56	399	32	23	1073	484	81	105	131	394	898	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	399	32	23	1073	484	81	105	131	394	898	52
Added Vol:	0	10	0	20	11	0	0	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	409	32	43	1084	484	81	105	131	394	898	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	409	32	43	1084	484	81	105	131	394	898	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	409	32	43	1084	484	81	105	131	394	898	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	409	32	43	1084	484	81	105	131	394	898	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.07	0.93	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	4800	1600	1600	3318	1482	1600	1600	1600	1600	2969	231
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.02	0.03	0.33	0.33	0.05	0.07	0.08	0.25	0.30	0.30
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #42 Seco & Decoro

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	272	142	0	42	831	48	8	39	164	0	79	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	142	0	42	831	48	8	39	164	0	79	20
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	143	0	42	833	48	8	39	164	0	79	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	143	0	42	833	48	8	43	164	0	79	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	143	0	42	833	48	8	43	164	0	79	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	143	0	42	833	48	8	43	164	0	79	20
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.89	0.11	2.00	0.21	0.79	1.00	0.80	0.20
Final Sat.:	1750	3500	0	1750	3309	191	3500	363	1387	1750	1396	354
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.00	0.02	0.25	0.25	0.00	0.12	0.12	0.00	0.06	0.06
Crit Moves:	****				****			****		****		

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Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #43 McBean & Copperhill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	6 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 2		1 0 1	1 0		1 0 1	1 0		2 0 1	1 0	
Volume Module:												
Base Vol:	288	82	53	58	316	253	54	134	338	460	678	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	82	53	58	316	253	54	134	338	460	678	43
Added Vol:	33	0	0	0	0	0	0	14	35	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	82	53	58	316	253	54	148	373	460	691	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	82	53	58	316	253	54	148	0	460	691	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	82	53	58	316	253	54	148	0	460	691	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	82	53	58	316	253	54	148	0	460	691	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	1.00	2.00	1.00	1.11	0.89	1.00	2.00	0.00	2.00	1.88	0.12
Final Sat.:	2880	1600	3200	1600	1777	1423	1600	3200	0	2880	3013	187
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.02	0.04	0.18	0.18	0.03	0.05	0.00	0.16	0.23	0.23
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #44 Copperhill & Newhall Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	7 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	11	641	75	361	1649	951	794	255	201	653	774	775
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	641	75	361	1649	951	794	255	201	653	774	775
Added Vol:	0	4	0	8	6	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	645	75	369	1655	951	794	255	201	653	774	781
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	645	75	369	1655	0	794	255	201	653	774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	645	75	369	1655	0	794	255	201	653	774	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	645	75	369	1655	0	794	255	201	653	774	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.13	0.34	0.00	0.28	0.08	0.13	0.23	0.16	0.00
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #45 Dickason & Newhall Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	136	127	51	247	933	205	34	508	149	887	1861	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	127	51	247	933	205	34	508	149	887	1861	279
Added Vol:	1	1	0	5	3	0	0	5	3	0	5	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	128	51	252	936	205	34	513	152	887	1866	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	128	51	252	936	205	34	513	152	896	1866	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	128	51	252	936	205	34	513	152	896	1866	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	128	51	252	936	205	34	513	152	896	1866	287
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3200	1600	2880	3200	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.03	0.09	0.29	0.13	0.01	0.11	0.10	0.31	0.39	0.18
Crit Moves:	****				****			****		****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #46 McBean & Newhall Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	2	2 0	4 0	1	2 0	4 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	1011	397	83	227	1523	98	14	529	264	620	1916	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1011	397	83	227	1523	98	14	529	264	620	1916	113
Added Vol:	4	0	0	0	0	0	0	6	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1015	397	83	227	1523	98	14	535	267	620	1925	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1015	397	83	227	1523	98	14	535	267	620	1906	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1015	397	83	227	1523	98	14	535	267	620	1906	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1015	397	83	227	1523	98	14	535	267	620	1906	113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	3200	2880	6400	1600	2880	6400	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.35	0.08	0.03	0.08	0.24	0.06	0.00	0.08	0.17	0.22	0.40	0.07
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #47 Bouquet & Newhall Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	1 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	1 0	3 1	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	700	504	107	116	1747	930	114	432	516	541	836	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	504	107	116	1747	930	114	432	516	541	836	42
Added Vol:	1	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	701	504	107	116	1747	930	114	432	518	541	836	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	504	107	116	1747	930	114	432	0	541	836	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	504	107	116	1747	930	114	432	0	541	836	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	504	107	116	1747	930	114	432	0	541	836	42
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	1.00	3.26	1.74	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3500	7000	1750	1750	5710	3040	3500	3500	1750	3500	3500	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.06	0.07	0.31	0.31	0.03	0.12	0.00	0.15	0.24	0.02
Crit Moves:	****				****			****		****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #50 Seco & Copperhill

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	18 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	90	28	8	3	209	461	41	45	121	91	377	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	28	8	3	209	461	41	45	121	91	377	4
Added Vol:	8	0	0	0	0	0	2	2	9	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	28	8	3	209	461	43	47	130	91	378	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	28	8	3	209	0	43	47	130	91	378	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	28	8	3	209	0	43	47	130	91	378	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	28	8	3	209	0	43	47	130	91	378	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.01	0.00	0.13	0.00	0.03	0.03	0.08	0.06	0.12	0.12
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #51 Ave Scott & Rye

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	615	84	214	32	23	24	159	599	27	891	853	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	615	84	214	32	23	24	159	599	27	891	853	345
Added Vol:	0	0	6	0	0	0	0	4	0	8	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	84	220	32	23	24	159	603	27	899	859	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	615	84	220	32	23	24	159	603	27	890	859	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	84	220	32	23	24	159	603	27	890	859	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	615	84	220	32	23	24	159	603	27	890	859	345
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.28	0.72	1.00	0.49	0.51	1.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	3500	484	1266	1750	856	894	1750	3500	1750	3500	2497	1003
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.02	0.03	0.03	0.09	0.17	0.02	0.25	0.34	0.34
Crit Moves:	****				****		****				****	

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Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #54 Seco & Bouquet

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	1! 0	1	2 0	2 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	536	0	1082	298	365	0	0	1162	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	536	0	1082	298	365	0	0	1162	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	536	0	1082	298	365	0	0	1162	311
User Adj:	1.00	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	536	0	1006	298	365	0	0	1162	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	536	0	1006	298	365	0	0	1162	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	536	0	1006	298	365	0	0	1162	311
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.04	0.01	1.95	2.00	2.00	0.00	0.00	2.37	0.63
Final Sat.:	1750	1750	1750	1825	0	3425	3500	3500	0	0	4142	1108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.29	0.09	0.10	0.00	0.00	0.28	0.28
Crit Moves:				****			****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #55 Bouquet & Valencia/Soledad

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	20 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	2	3 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	57	546	50	239	1013	1534	356	841	7	133	1161	496
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	546	50	239	1013	1534	356	841	7	133	1161	496
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	546	50	241	1013	1534	356	841	7	133	1161	497
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	546	50	241	1013	0	356	841	7	133	1161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	546	50	241	1013	0	356	841	7	133	1161	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	546	50	241	1013	0	356	841	7	133	1161	0
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	2.00	3.00	2.98	0.02	2.00	3.00	1.00
Final Sat.:	1750	5250	1750	3500	5250	3500	5250	5207	43	3500	5250	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.07	0.19	0.00	0.07	0.16	0.16	0.04	0.22	0.00
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #56 McBean & Magic Mtn

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	1 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4 0 1			2 0 4 0 1			2 0 3 0 1			2 0 2 1 1		
Volume Module:												
Base Vol:	279	1663	314	705	1374	472	108	1348	66	169	1174	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1663	314	705	1374	472	108	1348	66	169	1174	650
Added Vol:	0	3	0	2	5	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1666	314	707	1379	472	108	1348	66	169	1174	653
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1666	0	707	1379	0	108	1348	66	169	1174	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1666	0	707	1379	0	108	1348	66	169	1174	653
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1666	0	707	1379	0	108	1348	66	169	1174	653
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.57	1.43
Final Sat.:	3500	7000	1750	3500	7000	1750	3500	5250	1750	3500	4498	2502
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.20	0.20	0.00	0.03	0.26	0.04	0.05	0.26	0.26
Crit Moves:		****		****				****		****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #57 McBean & Magic Mtn

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	2 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	39	549	148	24	1286	1372	927	594	51	310	954	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	549	148	24	1286	1372	927	594	51	310	954	61
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	549	148	24	1286	1372	927	596	51	310	955	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	549	148	24	1286	0	927	596	51	310	917	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	549	148	24	1286	0	927	596	51	310	917	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	549	148	24	1286	0	927	596	51	310	917	61
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.36	0.64	1.00	3.00	1.00	2.00	1.84	0.16	2.00	2.00	1.00
Final Sat.:	1750	4135	1115	1750	5250	1750	3500	3224	276	3500	3500	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.01	0.24	0.00	0.26	0.18	0.18	0.09	0.26	0.03
Crit Moves:	****				****		****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #59 McBean & Valencia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	2	2 0	2 1	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	277	1364	617	33	704	871	814	507	52	293	1313	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1364	617	33	704	871	814	507	52	293	1313	74
Added Vol:	0	1	0	0	2	3	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	1365	617	33	706	874	815	507	52	293	1313	74
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1365	617	33	706	0	815	507	52	293	1313	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1365	617	33	706	0	815	507	52	293	1313	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	1365	617	33	706	0	815	507	52	293	1313	74
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3500	5250	3500	3500	5250	1750	3500	5250	1750	3500	5250	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.18	0.01	0.13	0.00	0.23	0.10	0.03	0.08	0.25	0.04
Crit Moves:		****		****			****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #70 Tourney & Valencia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	95	0	95	286	1212	0	0	2196	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	95	286	1212	0	0	2196	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	95	286	1212	0	0	2196	356
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	0	286	1212	0	0	2196	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	0	286	1212	0	0	2196	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	0	286	1212	0	0	2196	356
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3500	0	1750	1750	5250	0	0	5250	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.16	0.23	0.00	0.00	0.42	0.20
Crit Moves:				****			****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #71 Tourney & Valencia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	122	0	85	0	0	0	0	1181	77	211	2405	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	0	85	0	0	0	0	1181	77	211	2405	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	0	85	0	0	0	0	1181	77	211	2405	0
User Adj:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	85	0	0	0	0	1181	77	211	2405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	85	0	0	0	0	1181	77	211	2405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	0	85	0	0	0	0	1181	77	211	2405	0
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	0.01	1.39	0.00	0.00	0.00	0.00	2.82	0.18	1.00	3.00	0.00
Final Sat.:	2806	0	2444	0	0	0	0	4929	321	1750	5250	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.24	0.24	0.12	0.46	0.00
Crit Moves:	****						****				****	

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #72 Tibbitts & Scott

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	4 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	65	46	313	291	1147	80	148	0	578	653	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	65	46	313	291	1147	80	148	0	578	653	296
Added Vol:	0	0	0	3	2	2	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	65	46	316	293	1149	80	148	0	578	653	297
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	65	46	316	293	0	80	148	0	578	653	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	65	46	316	293	0	80	148	0	578	653	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	65	46	316	293	0	80	148	0	578	653	297
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.00	2.00	2.00	2.00	0.00	1.00	1.37	0.63
Final Sat.:	1750	2050	1450	1750	1750	3500	3500	3500	0	1750	2406	1094
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.18	0.17	0.00	0.02	0.04	0.00	0.33	0.27	0.27
Crit Moves:		****		****				****		****		

****

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #75 Old Rd & SB I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	3 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1109	350	191	854	0	0	0	0	343	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1109	350	191	854	0	0	0	0	343	0	31
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1111	352	191	855	0	0	0	0	344	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1111	352	191	855	0	0	0	0	396	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1111	352	191	855	0	0	0	0	396	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1111	352	191	855	0	0	0	0	396	0	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2967	0	233
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.22	0.12	0.27	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #85 Stanford & Rye Cyn

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	543	111	59		85	81	100		386	940	584		0	566	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	543	111	59		85	81	100		386	940	584		0	566	7	
Added Vol:	0	0	0		0	0	0		0	4	0		0	3	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	543	111	59		85	81	100		386	944	584		0	569	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.90		1.00	1.05	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	543	111	59		85	81	90		386	991	584		0	569	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	543	111	59		85	81	90		386	991	584		0	569	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	543	111	59		85	81	90		386	991	584		0	569	9	
Saturation Flow Module:																
Sat/Lane:	1750	1750	1750		1750	1750	1750		1750	1750	1750		1750	1750	1750	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.65	0.35		1.00	1.00	1.00		1.00	1.26	0.74		1.00	1.97	0.03	
Final Sat.:	3500	1143	607		1750	1750	1750		1750	2202	1298		1750	3446	54	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.10	0.10		0.05	0.05	0.05		0.22	0.45	0.45		0.00	0.17	0.17	
Crit Moves:	****					****				****			****			

Fountainhead Development
Interim Year With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #88 McBean & Scott

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	2	1 0	1 0	1
Volume Module:												
Base Vol:	1058	1384	33	12	1933	463	51	6	554	158	53	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	1384	33	12	1933	463	51	6	554	158	53	60
Added Vol:	1	4	0	0	3	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1059	1388	33	12	1936	463	51	6	557	158	53	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1059	1388	33	12	1936	463	51	6	0	158	53	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1059	1388	33	12	1936	463	51	6	0	158	53	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1059	1388	33	12	1936	463	51	6	0	158	53	60
Saturation Flow Module:												
Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	3500	5250	1750	1750	5250	1750	3500	1750	3500	1750	1750	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.26	0.02	0.01	0.37	0.26	0.01	0.00	0.00	0.09	0.03	0.03
Crit Moves:	****				****			****		****		

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Appendix B

CalEEMOD Modeling Data

Terra Nova Planning & Research
August 2015

West Creek Development, Valencia CA

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	3.58	Acre	3.58	155,944.80	0
Fast Food Restaurant with Drive Thru	6.95	1000sqft	1.00	6,950.00	0
Fast Food Restaurant with Drive Thru	1.80	1000sqft	0.50	1,800.00	0
Convenience Market With Gas Pumps	16.00	Pump	1.00	4,803.00	0
Strip Mall	93.55	1000sqft	4.50	93,547.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Commercial retail alternative, 10.58 acres, Valencia (Santa Clarita) California.

Land Use - Assumes commercial space in place of assisted living. "Parking- other asphalt surfaces" accounts for parking and internal streets, assumes approx. 33% site coverage.

Construction Phase - Assumes a 2-year buildout. Architectural coating will occur gradually as buildings/units are completed.

Grading - Cut/Fill estimates provided by project engineer.

Vehicle Trips - Trip rates provided by traffic engineers. Fast food trip rate was increased to account for higher trip rate of the coffee shop.

Woodstoves - Woodstoves/fireplaces are not proposed for this project.

Energy Use -

Water And Wastewater - No septic tanks will be used.

Solid Waste -

Construction Off-road Equipment Mitigation - Assumes standard dust control measures and use of oxidation catalysts on vehicles (20% reduction equiv.)

Architectural Coating - Low VOC paint per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	35.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	5/11/2017	5/18/2017
tblConstructionPhase	PhaseStartDate	3/18/2016	3/25/2016
tblGrading	AcresOfGrading	87.50	10.58
tblGrading	MaterialExported	0.00	9,586.00
tblGrading	MaterialImported	0.00	8,347.00
tblLandUse	LandUseSquareFeet	2,258.80	4,803.00
tblLandUse	LandUseSquareFeet	93,550.00	93,547.00
tblLandUse	LotAcreage	0.04	0.50
tblLandUse	LotAcreage	0.16	1.00
tblLandUse	LotAcreage	0.05	1.00
tblLandUse	LotAcreage	2.15	4.50

tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	496.12	600.00

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					
2016	0.5985	5.3504	4.4199	6.9900e-003	0.4467	0.2995	0.7462	0.1995	0.2794	0.4789	0.0000	617.5013	617.5013	0.1090	0.0000	619.7907
2017	2.0835	2.0877	1.8869	3.2400e-003	0.0787	0.1251	0.2037	0.0212	0.1172	0.1383	0.0000	278.2944	278.2944	0.0492	0.0000	279.3272
Total	**2.6820**	**7.4381**	**6.3068**	**0.0102**	**0.5254**	**0.4246**	**0.9499**	**0.2207**	**0.3966**	**0.6173**	**0.0000**	**895.7956**	**895.7956**	**0.1582**	**0.0000**	**899.1179**

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					
2016	0.5985	4.4063	4.4199	6.9900e-003	0.2682	0.2995	0.5677	0.1031	0.2794	0.3826	0.0000	617.5008	617.5008	0.1090	0.0000	619.7903
2017	2.0835	1.7117	1.8869	3.2400e-003	0.0787	0.1251	0.2037	0.0212	0.1172	0.1383	0.0000	278.2942	278.2942	0.0492	0.0000	279.3270
Total	**2.6820**	**6.1180**	**6.3068**	**0.0102**	**0.3468**	**0.4246**	**0.7714**	**0.1243**	**0.3966**	**0.5209**	**0.0000**	**895.7950**	**895.7950**	**0.1582**	**0.0000**	**899.1173**

	ROG	**NOx**	**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**	**17.75**	**0.00**	**0.00**	**33.98**	**0.00**	**18.79**	**43.68**	**0.00**	**15.61**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2555	2.0000e-005	1.5800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.0200e-003	3.0200e-003	1.0000e-005	0.0000	3.2000e-003
Energy	0.0119	0.1081	0.0908	6.5000e-004		8.2200e-003	8.2200e-003		8.2200e-003	8.2200e-003	0.0000	662.1353	662.1353	0.0273	7.3400e-003	664.9824
Mobile	5.7872	10.5057	46.9602	0.0837	5.4756	0.1270	5.6026	1.4652	0.1169	1.5821	0.0000	6,460.6727	6,460.6727	0.2771	0.0000	6,466.4913
Waste						0.0000	0.0000		0.0000	0.0000	40.3993	0.0000	40.3993	2.3875	0.0000	90.5374
Water						0.0000	0.0000		0.0000	0.0000	3.0941	50.7083	53.8024	0.3201	7.9900e-003	63.0006
Total	**7.0546**	**10.6138**	**47.0527**	**0.0843**	**5.4756**	**0.1352**	**5.6108**	**1.4652**	**0.1251**	**1.5903**	**43.4934**	**7,173.5193**	**7,217.0127**	**3.0120**	**0.0153**	**7,285.0148**

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	1.2555	2.0000e-005	1.5800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.0200e-003	3.0200e-003	1.0000e-005	0.0000	3.2000e-003
Energy	0.0119	0.1081	0.0908	6.5000e-004		8.2200e-003	8.2200e-003		8.2200e-003	8.2200e-003	0.0000	662.1353	662.1353	0.0273	7.3400e-003	664.9824
Mobile	5.7872	10.5057	46.9602	0.0837	5.4756	0.1270	5.6026	1.4652	0.1169	1.5821	0.0000	6,460.6727	6,460.6727	0.2771	0.0000	6,466.4913
Waste						0.0000	0.0000		0.0000	0.0000	40.3993	0.0000	40.3993	2.3875	0.0000	90.5374
Water						0.0000	0.0000		0.0000	0.0000	3.0941	50.7083	53.8024	0.3201	7.9700e-003	62.9957
Total	**7.0546**	**10.6138**	**47.0527**	**0.0843**	**5.4756**	**0.1352**	**5.6108**	**1.4652**	**0.1251**	**1.5903**	**43.4934**	**7,173.5193**	**7,217.0127**	**3.0120**	**0.0153**	**7,285.0098**

	ROG	NOx	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**	**0.13**	**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	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/29/2016	3/17/2016	5	35	
3	Building Construction	Building Construction	3/25/2016	5/18/2017	5	300	
4	Paving	Paving	5/19/2017	7/27/2017	5	50	
5	Architectural Coating	Architectural Coating	7/28/2017	10/19/2017	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10.58

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 394,567; Non-Residential Outdoor: 131,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	101.00	43.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0508	0.5463	0.4111	3.9000e-004		0.0294	0.0294		0.0270	0.0270	0.0000	36.8771	36.8771	0.0111	0.0000	37.1107
Total	**0.0508**	**0.5463**	**0.4111**	**3.9000e-004**	**0.1807**	**0.0294**	**0.2101**	**0.0993**	**0.0270**	**0.1264**	**0.0000**	**36.8771**	**36.8771**	**0.0111**	**0.0000**	**37.1107**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	7.2000e-004	1.0600e-003	0.0110	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.8502	1.8502	1.0000e-004	0.0000	1.8523
Total	**7.2000e-004**	**1.0600e-003**	**0.0110**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**0.0000**	**1.8502**	**1.8502**	**1.0000e-004**	**0.0000**	**1.8523**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0705	0.0000	0.0705	0.0387	0.0000	0.0387	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0508	0.4371	0.4111	3.9000e-004		0.0294	0.0294		0.0270	0.0270	0.0000	36.8771	36.8771	0.0111	0.0000	37.1107
Total	**0.0508**	**0.4371**	**0.4111**	**3.9000e-004**	**0.0705**	**0.0294**	**0.0999**	**0.0387**	**0.0270**	**0.0658**	**0.0000**	**36.8771**	**36.8771**	**0.0111**	**0.0000**	**37.1107**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	7.2000e-004	1.0600e-003	0.0110	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.8502	1.8502	1.0000e-004	0.0000	1.8523
Total	**7.2000e-004**	**1.0600e-003**	**0.0110**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**0.0000**	**1.8502**	**1.8502**	**1.0000e-004**	**0.0000**	**1.8523**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1120	0.0000	0.1120	0.0587	0.0000	0.0587	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1134	1.3092	0.8599	1.0800e-003		0.0627	0.0627		0.0577	0.0577	0.0000	101.8425	101.8425	0.0307	0.0000	102.4876
Total	**0.1134**	**1.3092**	**0.8599**	**1.0800e-003**	**0.1120**	**0.0627**	**0.1747**	**0.0587**	**0.0577**	**0.1164**	**0.0000**	**101.8425**	**101.8425**	**0.0307**	**0.0000**	**102.4876**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0107	0.1747	0.1312	4.4000e-004	0.0103	2.5700e-003	0.0128	2.8200e-003	2.3600e-003	5.1800e-003	0.0000	40.3914	40.3914	2.9000e-004	0.0000	40.3975
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-003	2.0600e-003	0.0214	5.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.5976	3.5976	1.9000e-004	0.0000	3.6017
Total	**0.0121**	**0.1768**	**0.1527**	**4.9000e-004**	**0.0141**	**2.6000e-003**	**0.0167**	**3.8400e-003**	**2.3900e-003**	**6.2300e-003**	**0.0000**	**43.9891**	**43.9891**	**4.8000e-004**	**0.0000**	**43.9993**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0437	0.0000	0.0437	0.0229	0.0000	0.0229	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1134	1.0474	0.8599	1.0800e-003		0.0627	0.0627		0.0577	0.0577	0.0000	101.8424	101.8424	0.0307	0.0000	102.4875
Total	**0.1134**	**1.0474**	**0.8599**	**1.0800e-003**	**0.0437**	**0.0627**	**0.1064**	**0.0229**	**0.0577**	**0.0806**	**0.0000**	**101.8424**	**101.8424**	**0.0307**	**0.0000**	**102.4875**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0107	0.1747	0.1312	4.4000e-004	0.0103	2.5700e-003	0.0128	2.8200e-003	2.3600e-003	5.1800e-003	0.0000	40.3914	40.3914	2.9000e-004	0.0000	40.3975
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-003	2.0600e-003	0.0214	5.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.5976	3.5976	1.9000e-004	0.0000	3.6017
Total	**0.0121**	**0.1768**	**0.1527**	**4.9000e-004**	**0.0141**	**2.6000e-003**	**0.0167**	**3.8400e-003**	**2.3900e-003**	**6.2300e-003**	**0.0000**	**43.9891**	**43.9891**	**4.8000e-004**	**0.0000**	**43.9993**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3423	2.8649	1.8599	2.6900e-003		0.1977	0.1977		0.1858	0.1858	0.0000	243.3644	243.3644	0.0604	0.0000	244.6319
Total	**0.3423**	**2.8649**	**1.8599**	**2.6900e-003**		**0.1977**	**0.1977**		**0.1858**	**0.1858**	**0.0000**	**243.3644**	**243.3644**	**0.0604**	**0.0000**	**244.6319**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0385	0.3923	0.5036	9.4000e-004	0.0266	6.1200e-003	0.0327	7.5900e-003	5.6300e-003	0.0132	0.0000	85.2412	85.2412	6.2000e-004	0.0000	85.2543
Worker	0.0407	0.0598	0.6217	1.3700e-003	0.1114	9.5000e-004	0.1123	0.0296	8.7000e-004	0.0305	0.0000	104.3368	104.3368	5.6200e-003	0.0000	104.4547
Total	**0.0792**	**0.4521**	**1.1254**	**2.3100e-003**	**0.1380**	**7.0700e-003**	**0.1450**	**0.0372**	**6.5000e-003**	**0.0437**	**0.0000**	**189.5780**	**189.5780**	**6.2400e-003**	**0.0000**	**189.7090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3423	2.2919	1.8599	2.6900e-003		0.1977	0.1977		0.1858	0.1858	0.0000	243.3641	243.3641	0.0604	0.0000	244.6316
Total	**0.3423**	**2.2919**	**1.8599**	**2.6900e-003**		**0.1977**	**0.1977**		**0.1858**	**0.1858**	**0.0000**	**243.3641**	**243.3641**	**0.0604**	**0.0000**	**244.6316**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0385	0.3923	0.5036	9.4000e-004	0.0266	6.1200e-003	0.0327	7.5900e-003	5.6300e-003	0.0132	0.0000	85.2412	85.2412	6.2000e-004	0.0000	85.2543
Worker	0.0407	0.0598	0.6217	1.3700e-003	0.1114	9.5000e-004	0.1123	0.0296	8.7000e-004	0.0305	0.0000	104.3368	104.3368	5.6200e-003	0.0000	104.4547
Total	**0.0792**	**0.4521**	**1.1254**	**2.3100e-003**	**0.1380**	**7.0700e-003**	**0.1450**	**0.0372**	**6.5000e-003**	**0.0437**	**0.0000**	**189.5780**	**189.5780**	**6.2400e-003**	**0.0000**	**189.7090**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1536	1.3071	0.8974	1.3300e-003		0.0882	0.0882		0.0828	0.0828	0.0000	118.5422	118.5422	0.0292	0.0000	119.1548
Total	**0.1536**	**1.3071**	**0.8974**	**1.3300e-003**		**0.0882**	**0.0882**		**0.0828**	**0.0828**	**0.0000**	**118.5422**	**118.5422**	**0.0292**	**0.0000**	**119.1548**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0173	0.1759	0.2351	4.6000e-004	0.0131	2.6900e-003	0.0158	3.7400e-003	2.4700e-003	6.2100e-003	0.0000	41.3048	41.3048	3.0000e-004	0.0000	41.3110
Worker	0.0180	0.0266	0.2763	6.7000e-004	0.0549	4.5000e-004	0.0553	0.0146	4.1000e-004	0.0150	0.0000	49.4169	49.4169	2.5500e-003	0.0000	49.4705
Total	**0.0353**	**0.2024**	**0.5114**	**1.1300e-003**	**0.0680**	**3.1400e-003**	**0.0711**	**0.0183**	**2.8800e-003**	**0.0212**	**0.0000**	**90.7217**	**90.7217**	**2.8500e-003**	**0.0000**	**90.7815**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1536	1.0457	0.8974	1.3300e-003		0.0882	0.0882		0.0828	0.0828	0.0000	118.5420	118.5420	0.0292	0.0000	119.1547
Total	**0.1536**	**1.0457**	**0.8974**	**1.3300e-003**		**0.0882**	**0.0882**		**0.0828**	**0.0828**	**0.0000**	**118.5420**	**118.5420**	**0.0292**	**0.0000**	**119.1547**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0173	0.1759	0.2351	4.6000e-004	0.0131	2.6900e-003	0.0158	3.7400e-003	2.4700e-003	6.2100e-003	0.0000	41.3048	41.3048	3.0000e-004	0.0000	41.3110
Worker	0.0180	0.0266	0.2763	6.7000e-004	0.0549	4.5000e-004	0.0553	0.0146	4.1000e-004	0.0150	0.0000	49.4169	49.4169	2.5500e-003	0.0000	49.4705
Total	**0.0353**	**0.2024**	**0.5114**	**1.1300e-003**	**0.0680**	**3.1400e-003**	**0.0711**	**0.0183**	**2.8800e-003**	**0.0212**	**0.0000**	**90.7217**	**90.7217**	**2.8500e-003**	**0.0000**	**90.7815**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0477	0.5074	0.3682	5.6000e-004		0.0285	0.0285		0.0262	0.0262	0.0000	51.7335	51.7335	0.0159	0.0000	52.0664
Paving	4.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0524**	**0.5074**	**0.3682**	**5.6000e-004**		**0.0285**	**0.0285**		**0.0262**	**0.0262**	**0.0000**	**51.7335**	**51.7335**	**0.0159**	**0.0000**	**52.0664**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.3500e-003	1.9900e-003	0.0207	5.0000e-005	4.1100e-003	3.0000e-005	4.1500e-003	1.0900e-003	3.0000e-005	1.1200e-003	0.0000	3.7066	3.7066	1.9000e-004	0.0000	3.7107
Total	**1.3500e-003**	**1.9900e-003**	**0.0207**	**5.0000e-005**	**4.1100e-003**	**3.0000e-005**	**4.1500e-003**	**1.0900e-003**	**3.0000e-005**	**1.1200e-003**	**0.0000**	**3.7066**	**3.7066**	**1.9000e-004**	**0.0000**	**3.7107**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0477	0.4059	0.3682	5.6000e-004		0.0285	0.0285		0.0262	0.0262	0.0000	51.7335	51.7335	0.0159	0.0000	52.0664
Paving	4.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0524**	**0.4059**	**0.3682**	**5.6000e-004**		**0.0285**	**0.0285**		**0.0262**	**0.0262**	**0.0000**	**51.7335**	**51.7335**	**0.0159**	**0.0000**	**52.0664**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.3500e-003	1.9900e-003	0.0207	5.0000e-005	4.1100e-003	3.0000e-005	4.1500e-003	1.0900e-003	3.0000e-005	1.1200e-003	0.0000	3.7066	3.7066	1.9000e-004	0.0000	3.7107
Total	**1.3500e-003**	**1.9900e-003**	**0.0207**	**5.0000e-005**	**4.1100e-003**	**3.0000e-005**	**4.1500e-003**	**1.0900e-003**	**3.0000e-005**	**1.1200e-003**	**0.0000**	**3.7066**	**3.7066**	**1.9000e-004**	**0.0000**	**3.7107**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9700e-003	0.0656	0.0560	9.0000e-005		5.2000e-003	5.2000e-003		5.2000e-003	5.2000e-003	0.0000	7.6598	7.6598	8.1000e-004	0.0000	7.6767
Total	**1.8388**	**0.0656**	**0.0560**	**9.0000e-005**		**5.2000e-003**	**5.2000e-003**		**5.2000e-003**	**5.2000e-003**	**0.0000**	**7.6598**	**7.6598**	**8.1000e-004**	**0.0000**	**7.6767**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.1600e-003	3.1900e-003	0.0332	8.0000e-005	6.5800e-003	5.0000e-005	6.6400e-003	1.7500e-003	5.0000e-005	1.8000e-003	0.0000	5.9306	5.9306	3.1000e-004	0.0000	5.9371
Total	**2.1600e-003**	**3.1900e-003**	**0.0332**	**8.0000e-005**	**6.5800e-003**	**5.0000e-005**	**6.6400e-003**	**1.7500e-003**	**5.0000e-005**	**1.8000e-003**	**0.0000**	**5.9306**	**5.9306**	**3.1000e-004**	**0.0000**	**5.9371**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.8288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9700e-003	0.0524	0.0560	9.0000e-005		5.2000e-003	5.2000e-003		5.2000e-003	5.2000e-003	0.0000	7.6598	7.6598	8.1000e-004	0.0000	7.6767
Total	**1.8388**	**0.0524**	**0.0560**	**9.0000e-005**		**5.2000e-003**	**5.2000e-003**		**5.2000e-003**	**5.2000e-003**	**0.0000**	**7.6598**	**7.6598**	**8.1000e-004**	**0.0000**	**7.6767**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	2.1600e-003	3.1900e-003	0.0332	8.0000e-005	6.5800e-003	5.0000e-005	6.6400e-003	1.7500e-003	5.0000e-005	1.8000e-003	0.0000	5.9306	5.9306	3.1000e-004	0.0000	5.9371
Total	**2.1600e-003**	**3.1900e-003**	**0.0332**	**8.0000e-005**	**6.5800e-003**	**5.0000e-005**	**6.6400e-003**	**1.7500e-003**	**5.0000e-005**	**1.8000e-003**	**0.0000**	**5.9306**	**5.9306**	**3.1000e-004**	**0.0000**	**5.9371**

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	5.7872	10.5057	46.9602	0.0837	5.4756	0.1270	5.6026	1.4652	0.1169	1.5821	0.0000	6,460.6727	6,460.6727	0.2771	0.0000	6,466.4913
Unmitigated	5.7872	10.5057	46.9602	0.0837	5.4756	0.1270	5.6026	1.4652	0.1169	1.5821	0.0000	6,460.6727	6,460.6727	0.2771	0.0000	6,466.4913

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,604.48	3,271.52	2670.08	1,617,019	1,617,019
Fast Food Restaurant with Drive Thru	4,170.00	5,018.11	3771.90	4,456,111	4,456,111
Fast Food Restaurant with Drive Thru	1,080.00	1,299.65	976.90	1,154,101	1,154,101
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	4,146.14	3,932.84	1911.23	7,222,999	7,222,999
Total	12,000.62	13,522.12	9,330.11	14,450,229	14,450,229

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
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

4.4 Fleet Mix

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	544.4131	544.4131	0.0250	5.1800e-003	546.5436
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	544.4131	544.4131	0.0250	5.1800e-003	546.5436
NaturalGas Mitigated	0.0119	0.1081	0.0908	6.5000e-004		8.2200e-003	8.2200e-003		8.2200e-003	8.2200e-003	0.0000	117.7223	117.7223	2.2600e-003	2.1600e-003	118.4387
NaturalGas Unmitigated	0.0119	0.1081	0.0908	6.5000e-004		8.2200e-003	8.2200e-003		8.2200e-003	8.2200e-003	0.0000	117.7223	117.7223	2.2600e-003	2.1600e-003	118.4387

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					
Fast Food Restaurant with Drive Thru	1.61942e+006	8.7300e-003	0.0794	0.0667	4.8000e-004		6.0300e-003	6.0300e-003		6.0300e-003	6.0300e-003	0.0000	86.4184	86.4184	1.6600e-003	1.5800e-003	86.9443
Fast Food Restaurant with Drive Thru	419418	2.2600e-003	0.0206	0.0173	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3817	22.3817	4.3000e-004	4.1000e-004	22.5180
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
Strip Mall	159030	8.6000e-004	7.8000e-003	6.5500e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.4864	8.4864	1.6000e-004	1.6000e-004	8.5381
Convenience Market With Gas Pumps	8165.1	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4357	0.4357	1.0000e-005	1.0000e-005	0.4384
Total		**0.0119**	**0.1081**	**0.0908**	**6.5000e-004**		**8.2100e-003**	**8.2100e-003**		**8.2100e-003**	**8.2100e-003**	**0.0000**	**117.7223**	**117.7223**	**2.2600e-003**	**2.1600e-003**	**118.4387**

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					
Fast Food Restaurant with Drive Thru	419418	2.2600e-003	0.0206	0.0173	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3817	22.3817	4.3000e-004	4.1000e-004	22.5180
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
Strip Mall	159030	8.6000e-004	7.8000e-003	6.5500e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.4864	8.4864	1.6000e-004	1.6000e-004	8.5381
Convenience Market With Gas Pumps	8165.1	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4357	0.4357	1.0000e-005	1.0000e-005	0.4384
Fast Food Restaurant with Drive Thru	1.61942e+006	8.7300e-003	0.0794	0.0667	4.8000e-004		6.0300e-003	6.0300e-003		6.0300e-003	6.0300e-003	0.0000	86.4184	86.4184	1.6600e-003	1.5800e-003	86.9443
Total		**0.0119**	**0.1081**	**0.0908**	**6.5000e-004**		**8.2100e-003**	**8.2100e-003**		**8.2100e-003**	**8.2100e-003**	**0.0000**	**117.7223**	**117.7223**	**2.2600e-003**	**2.1600e-003**	**118.4387**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	72861.5	20.8506	9.6000e-004	2.0000e-004	20.9322
Fast Food Restaurant with Drive Thru	326025	93.2974	4.2900e-003	8.9000e-004	93.6625
Fast Food Restaurant with Drive Thru	84438	24.1634	1.1100e-003	2.3000e-004	24.2579
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.41911e+006	406.1017	0.0187	3.8600e-003	407.6910
Total		**544.4131**	**0.0250**	**5.1800e-003**	**546.5436**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	72861.5	20.8506	9.6000e-004	2.0000e-004	20.9322
Fast Food Restaurant with Drive Thru	326025	93.2974	4.2900e-003	8.9000e-004	93.6625
Fast Food Restaurant with Drive Thru	84438	24.1634	1.1100e-003	2.3000e-004	24.2579
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.41911e+006	406.1017	0.0187	3.8600e-003	407.6910
Total		**544.4131**	**0.0250**	**5.1800e-003**	**546.5436**

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	1.2555	2.0000e-005	1.5800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.0200e-003	3.0200e-003	1.0000e-005	0.0000	3.2000e-003
Unmitigated	1.2555	2.0000e-005	1.5800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.0200e-003	3.0200e-003	1.0000e-005	0.0000	3.2000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3048					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9505					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-004	2.0000e-005	1.5800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.0200e-003	3.0200e-003	1.0000e-005	0.0000	3.2000e-003
Total	**1.2555**	**2.0000e-005**	**1.5800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.0200e-003**	**3.0200e-003**	**1.0000e-005**	**0.0000**	**3.2000e-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	tons/yr										MT/yr					
Architectural Coating	0.3048					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9505					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-004	2.0000e-005	1.5800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.0200e-003	3.0200e-003	1.0000e-005	0.0000	3.2000e-003
Total	**1.2555**	**2.0000e-005**	**1.5800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.0200e-003**	**3.0200e-003**	**1.0000e-005**	**0.0000**	**3.2000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	53.8024	0.3201	7.9700e-003	62.9957
Unmitigated	53.8024	0.3201	7.9900e-003	63.0006

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.0026	5.5000e-003	1.4000e-004	1.1607
Fast Food Restaurant with Drive Thru	2.65592 / 0.169527	11.2780	0.0870	2.1400e-003	13.7697
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	6.92948 / 4.2471	41.5218	0.2276	5.7100e-003	48.0702
Total		**53.8024**	**0.3201**	**7.9900e-003**	**63.0006**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.0026	5.4900e-003	1.4000e-004	1.1606
Fast Food Restaurant with Drive Thru	2.65592 / 0.169527	11.2780	0.0870	2.1400e-003	13.7684
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	6.92948 / 4.2471	41.5218	0.2276	5.7000e-003	48.0667
Total		**53.8024**	**0.3201**	**7.9800e-003**	**62.9957**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	40.3993	2.3875	0.0000	90.5374
Unmitigated	40.3993	2.3875	0.0000	90.5374

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	100.79	20.4595	1.2091	0.0000	45.8510
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	98.23	19.9398	1.1784	0.0000	44.6864
Total		**40.3993**	**2.3875**	**0.0000**	**90.5374**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	100.79	20.4595	1.2091	0.0000	45.8510
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	98.23	19.9398	1.1784	0.0000	44.6864
Total		**40.3993**	**2.3875**	**0.0000**	**90.5374**

9.0 Operational Offroad

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

10.0 Vegetation

West Creek Development, Valencia CA

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	3.58	Acre	3.58	155,944.80	0
Fast Food Restaurant with Drive Thru	6.95	1000sqft	1.00	6,950.00	0
Fast Food Restaurant with Drive Thru	1.80	1000sqft	0.50	1,800.00	0
Convenience Market With Gas Pumps	16.00	Pump	1.00	4,803.00	0
Strip Mall	93.55	1000sqft	4.50	93,547.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Commercial retail alternative, 10.58 acres, Valencia (Santa Clarita) California.

Land Use - Assumes commercial space in place of assisted living. "Parking- other asphalt surfaces" accounts for parking and internal streets, assumes approx. 33% site coverage.

Construction Phase - Assumes a 2-year buildout. Architectural coating will occur gradually as buildings/units are completed.

Grading - Cut/Fill estimates provided by project engineer.

Vehicle Trips - Trip rates provided by traffic engineers. Fast food trip rate was increased to account for higher trip rate of the coffee shop.

Woodstoves - Woodstoves/fireplaces are not proposed for this project.

Energy Use -

Water And Wastewater - No septic tanks will be used.

Solid Waste -

Construction Off-road Equipment Mitigation - Assumes standard dust control measures and use of oxidation catalysts on vehicles (20% reduction equiv.)

Architectural Coating - Low VOC paint per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	35.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	5/11/2017	5/18/2017
tblConstructionPhase	PhaseStartDate	3/18/2016	3/25/2016
tblGrading	AcresOfGrading	87.50	10.58
tblGrading	MaterialExported	0.00	9,586.00
tblGrading	MaterialImported	0.00	8,347.00
tblLandUse	LandUseSquareFeet	2,258.80	4,803.00
tblLandUse	LandUseSquareFeet	93,550.00	93,547.00
tblLandUse	LotAcreage	0.04	0.50
tblLandUse	LotAcreage	0.16	1.00
tblLandUse	LotAcreage	0.05	1.00
tblLandUse	LotAcreage	2.15	4.50

tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	496.12	600.00

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					
2016	7.1526	84.3912	57.0948	0.0898	18.2675	3.7327	21.2078	9.9840	3.4340	12.6892	0.0000	9,199.6616	9,199.6616	1.9654	0.0000	9,240.9358
2017	61.3677	30.2808	28.0920	0.0505	1.3978	1.8444	3.2422	0.3760	1.7311	2.1071	0.0000	4,718.3722	4,718.3722	0.7131	0.0000	4,733.3463
Total	**68.5204**	**114.6721**	**85.1868**	**0.1403**	**19.6652**	**5.5771**	**24.4500**	**10.3600**	**5.1651**	**14.7963**	**0.0000**	**13,918.0338**	**13,918.0338**	**2.6785**	**0.0000**	**13,974.2821**

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					
2016	7.1526	69.4285	57.0948	0.0898	7.2470	3.7327	10.1874	3.9263	3.4340	6.6315	0.0000	9,199.6616	9,199.6616	1.9654	0.0000	9,240.9358
2017	61.3677	24.9997	28.0920	0.0505	1.3978	1.8444	3.2422	0.3760	1.7311	2.1071	0.0000	4,718.3722	4,718.3722	0.7131	0.0000	4,733.3463
Total	**68.5204**	**94.4282**	**85.1868**	**0.1403**	**8.6448**	**5.5771**	**13.4296**	**4.3023**	**5.1651**	**8.7385**	**0.0000**	**13,918.0338**	**13,918.0338**	**2.6785**	**0.0000**	**13,974.2821**

	ROG	**NOx**	**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**	**17.65**	**0.00**	**0.00**	**56.04**	**0.00**	**45.07**	**58.47**	**0.00**	**40.94**	**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	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Energy	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773
Mobile	37.4479	62.3429	279.7330	0.5459	34.9681	0.7957	35.7638	9.3430	0.7324	10.0754		46,417.5465	46,417.5465	1.9221		46,457.9097
Total	**44.3928**	**62.9356**	**280.2434**	**0.5495**	**34.9681**	**0.8408**	**35.8089**	**9.3430**	**0.7774**	**10.1205**		**47,128.6231**	**47,128.6231**	**1.9358**	**0.0130**	**47,173.3152**

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	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Energy	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773
Mobile	37.4479	62.3429	279.7330	0.5459	34.9681	0.7957	35.7638	9.3430	0.7324	10.0754		46,417.5465	46,417.5465	1.9221		46,457.9097
Total	**44.3928**	**62.9356**	**280.2434**	**0.5495**	**34.9681**	**0.8408**	**35.8089**	**9.3430**	**0.7774**	**10.1205**		**47,128.6231**	**47,128.6231**	**1.9358**	**0.0130**	**47,173.3152**

	ROG	NOx	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	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/29/2016	3/17/2016	5	35	
3	Building Construction	Building Construction	3/25/2016	5/18/2017	5	300	
4	Paving	Paving	5/19/2017	7/27/2017	5	50	
5	Architectural Coating	Architectural Coating	7/28/2017	10/19/2017	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10.58

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 394,567; Non-Residential Outdoor: 131,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	101.00	43.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554
Total	**0.0749**	**0.0937**	**1.1675**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1249**	**214.1249**	**0.0110**		**214.3554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	5.0771	43.7059	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**43.7059**	**41.1053**	**0.0391**	**7.0458**	**2.9387**	**9.9845**	**3.8730**	**2.7036**	**6.5766**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554
Total	**0.0749**	**0.0937**	**1.1675**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1249**	**214.1249**	**0.0110**		**214.3554**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4006	0.0000	6.4006	3.3536	0.0000	3.3536			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**6.4006**	**3.5842**	**9.9848**	**3.3536**	**3.2975**	**6.6511**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5899	9.4734	6.6602	0.0253	0.5963	0.1465	0.7428	0.1633	0.1348	0.2981		2,546.7643	2,546.7643	0.0183		2,547.1477
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0833	0.1041	1.2973	2.8300e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		237.9165	237.9165	0.0122		238.1726
Total	**0.6732**	**9.5775**	**7.9574**	**0.0281**	**0.8198**	**0.1484**	**0.9682**	**0.2226**	**0.1365**	**0.3591**		**2,784.6809**	**2,784.6809**	**0.0305**		**2,785.3204**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.4962	0.0000	2.4962	1.3079	0.0000	1.3079			0.0000			0.0000
Off-Road	6.4795	59.8510	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**59.8510**	**49.1374**	**0.0617**	**2.4962**	**3.5842**	**6.0805**	**1.3079**	**3.2975**	**4.6054**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5899	9.4734	6.6602	0.0253	0.5963	0.1465	0.7428	0.1633	0.1348	0.2981		2,546.7643	2,546.7643	0.0183		2,547.1477
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0833	0.1041	1.2973	2.8300e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		237.9165	237.9165	0.0122		238.1726
Total	**0.6732**	**9.5775**	**7.9574**	**0.0281**	**0.8198**	**0.1484**	**0.9682**	**0.2226**	**0.1365**	**0.3591**		**2,784.6809**	**2,784.6809**	**0.0305**		**2,785.3204**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3592	3.7344	4.2891	9.3600e-003	0.2687	0.0606	0.3294	0.0765	0.0558	0.1323		938.2512	938.2512	6.7300e-003		938.3925
Worker	0.4205	0.5259	6.5512	0.0143	1.1289	9.4400e-003	1.1384	0.2994	8.6800e-003	0.3081		1,201.4784	1,201.4784	0.0616		1,202.7718
Total	**0.7797**	**4.2602**	**10.8403**	**0.0237**	**1.3977**	**0.0701**	**1.4678**	**0.3759**	**0.0644**	**0.4404**		**2,139.7296**	**2,139.7296**	**0.0683**		**2,141.1644**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	22.8051	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**22.8051**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3592	3.7344	4.2891	9.3600e-003	0.2687	0.0606	0.3294	0.0765	0.0558	0.1323		938.2512	938.2512	6.7300e-003		938.3925
Worker	0.4205	0.5259	6.5512	0.0143	1.1289	9.4400e-003	1.1384	0.2994	8.6800e-003	0.3081		1,201.4784	1,201.4784	0.0616		1,202.7718
Total	**0.7797**	**4.2602**	**10.8403**	**0.0237**	**1.3977**	**0.0701**	**1.4678**	**0.3759**	**0.0644**	**0.4404**		**2,139.7296**	**2,139.7296**	**0.0683**		**2,141.1644**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3293	3.4003	4.0338	9.3500e-003	0.2688	0.0541	0.3229	0.0766	0.0498	0.1263		923.0688	923.0688	6.5100e-003		923.2055
Worker	0.3780	0.4749	5.9291	0.0143	1.1289	9.0800e-003	1.1380	0.2994	8.3800e-003	0.3078		1,155.4981	1,155.4981	0.0568		1,156.6918
Total	**0.7072**	**3.8752**	**9.9629**	**0.0237**	**1.3978**	**0.0632**	**1.4610**	**0.3760**	**0.0582**	**0.4341**		**2,078.5669**	**2,078.5669**	**0.0634**		**2,079.8973**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	21.1245	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**21.1245**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3293	3.4003	4.0338	9.3500e-003	0.2688	0.0541	0.3229	0.0766	0.0498	0.1263		923.0688	923.0688	6.5100e-003		923.2055
Worker	0.3780	0.4749	5.9291	0.0143	1.1289	9.0800e-003	1.1380	0.2994	8.3800e-003	0.3078		1,155.4981	1,155.4981	0.0568		1,156.6918
Total	**0.7072**	**3.8752**	**9.9629**	**0.0237**	**1.3978**	**0.0632**	**1.4610**	**0.3760**	**0.0582**	**0.4341**		**2,078.5669**	**2,078.5669**	**0.0634**		**2,079.8973**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0561	0.0705	0.8806	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.6086	171.6086	8.4400e-003		171.7859
Total	**0.0561**	**0.0705**	**0.8806**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.6086**	**171.6086**	**8.4400e-003**		**171.7859**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9074	16.2371	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**16.2371**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0561	0.0705	0.8806	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.6086	171.6086	8.4400e-003		171.7859
Total	**0.0561**	**0.0705**	**0.8806**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.6086**	**171.6086**	**8.4400e-003**		**171.7859**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**61.2929**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0749	0.0940	1.1741	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.8115	228.8115	0.0113		229.0479
Total	**0.0749**	**0.0940**	**1.1741**	**2.8300e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**228.8115**	**228.8115**	**0.0113**		**229.0479**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	60.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	1.7480	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**61.2929**	**1.7480**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0749	0.0940	1.1741	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.8115	228.8115	0.0113		229.0479
Total	**0.0749**	**0.0940**	**1.1741**	**2.8300e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**228.8115**	**228.8115**	**0.0113**		**229.0479**

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	37.4479	62.3429	279.7330	0.5459	34.9681	0.7957	35.7638	9.3430	0.7324	10.0754		46,417.5465	46,417.5465	1.9221		46,457.9097
Unmitigated	37.4479	62.3429	279.7330	0.5459	34.9681	0.7957	35.7638	9.3430	0.7324	10.0754		46,417.5465	46,417.5465	1.9221		46,457.9097

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,604.48	3,271.52	2670.08	1,617,019	1,617,019
Fast Food Restaurant with Drive Thru	4,170.00	5,018.11	3771.90	4,456,111	4,456,111
Fast Food Restaurant with Drive Thru	1,080.00	1,299.65	976.90	1,154,101	1,154,101
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	4,146.14	3,932.84	1911.23	7,222,999	7,222,999
Total	12,000.62	13,522.12	9,330.11	14,450,229	14,450,229

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
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

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	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773
NaturalGas Unmitigated	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773

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					
Fast Food Restaurant with Drive Thru	1149.09	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4436.77	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
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
Strip Mall	435.698	4.7000e-003	0.0427	0.0359	2.6000e-004		3.2500e-003	3.2500e-003		3.2500e-003	3.2500e-003		51.2586	51.2586	9.8000e-004	9.4000e-004	51.5706
Convenience Market With Gas Pumps	22.3701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Total		**0.0652**	**0.5926**	**0.4977**	**3.5600e-003**		**0.0450**	**0.0450**		**0.0450**	**0.0450**		**711.0500**	**711.0500**	**0.0136**	**0.0130**	**715.3773**

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					
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
Strip Mall	0.435698	4.7000e-003	0.0427	0.0359	2.6000e-004		3.2500e-003	3.2500e-003		3.2500e-003	3.2500e-003		51.2586	51.2586	9.8000e-004	9.4000e-004	51.5706
Convenience Market With Gas Pumps	0.0223701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Fast Food Restaurant with Drive Thru	1.14909	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4.43677	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
Total		**0.0652**	**0.5926**	**0.4977**	**3.5600e-003**		**0.0450**	**0.0450**		**0.0450**	**0.0450**		**711.0500**	**711.0500**	**0.0136**	**0.0130**	**715.3773**

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	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Unmitigated	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282

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	1.6702					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2200e-003	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Total	**6.8797**	**1.2000e-004**	**0.0127**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0267**	**0.0267**	**7.0000e-005**		**0.0282**

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	1.6702					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2200e-003	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Total	**6.8797**	**1.2000e-004**	**0.0127**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0267**	**0.0267**	**7.0000e-005**		**0.0282**

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 Vegetation

West Creek Development, Valencia CA

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	3.58	Acre	3.58	155,944.80	0
Fast Food Restaurant with Drive Thru	6.95	1000sqft	1.00	6,950.00	0
Fast Food Restaurant with Drive Thru	1.80	1000sqft	0.50	1,800.00	0
Convenience Market With Gas Pumps	16.00	Pump	1.00	4,803.00	0
Strip Mall	93.55	1000sqft	4.50	93,547.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Commercial retail alternative, 10.58 acres, Valencia (Santa Clarita) California.

Land Use - Assumes commercial space in place of assisted living. "Parking- other asphalt surfaces" accounts for parking and internal streets, assumes approx. 33% site coverage.

Construction Phase - Assumes a 2-year buildout. Architectural coating will occur gradually as buildings/units are completed.

Grading - Cut/Fill estimates provided by project engineer.

Vehicle Trips - Trip rates provided by traffic engineers. Fast food trip rate was increased to account for higher trip rate of the coffee shop.

Woodstoves - Woodstoves/fireplaces are not proposed for this project.

Energy Use -

Water And Wastewater - No septic tanks will be used.

Solid Waste -

Construction Off-road Equipment Mitigation - Assumes standard dust control measures and use of oxidation catalysts on vehicles (20% reduction equiv.)

Architectural Coating - Low VOC paint per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	30.00	35.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	5/11/2017	5/18/2017
tblConstructionPhase	PhaseStartDate	3/18/2016	3/25/2016
tblGrading	AcresOfGrading	87.50	10.58
tblGrading	MaterialExported	0.00	9,586.00
tblGrading	MaterialImported	0.00	8,347.00
tblLandUse	LandUseSquareFeet	2,258.80	4,803.00
tblLandUse	LandUseSquareFeet	93,550.00	93,547.00
tblLandUse	LotAcreage	0.04	0.50
tblLandUse	LotAcreage	0.16	1.00
tblLandUse	LotAcreage	0.05	1.00
tblLandUse	LotAcreage	2.15	4.50

tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	496.12	600.00

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					
2016	7.1876	84.7445	57.9643	0.0896	18.2675	3.7330	21.2078	9.9840	3.4343	12.6892	0.0000	9,178.8359	9,178.8359	1.9657	0.0000	9,220.1151
2017	61.3692	30.4113	28.4625	0.0495	1.3978	1.8449	3.2427	0.3760	1.7316	2.1076	0.0000	4,638.6943	4,638.6943	0.7133	0.0000	4,653.6727
Total	**68.5568**	**115.1559**	**86.4268**	**0.1391**	**19.6652**	**5.5779**	**24.4505**	**10.3600**	**5.1659**	**14.7967**	**0.0000**	**13,817.5301**	**13,817.5301**	**2.6789**	**0.0000**	**13,873.7878**

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					
2016	7.1876	69.7818	57.9643	0.0896	7.2470	3.7330	10.1874	3.9263	3.4343	6.6315	0.0000	9,178.8359	9,178.8359	1.9657	0.0000	9,220.1151
2017	61.3692	25.1302	28.4625	0.0495	1.3978	1.8449	3.2427	0.3760	1.7316	2.1076	0.0000	4,638.6943	4,638.6943	0.7133	0.0000	4,653.6727
Total	**68.5568**	**94.9120**	**86.4268**	**0.1391**	**8.6448**	**5.5779**	**13.4301**	**4.3023**	**5.1659**	**8.7390**	**0.0000**	**13,817.5301**	**13,817.5301**	**2.6789**	**0.0000**	**13,873.7878**

	ROG	**NOx**	**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**	**17.58**	**0.00**	**0.00**	**56.04**	**0.00**	**45.07**	**58.47**	**0.00**	**40.94**	**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	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Energy	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773
Mobile	39.3212	65.0304	298.0728	0.5192	34.9681	0.8034	35.7714	9.3430	0.7394	10.0824		44,194.0204	44,194.0204	1.9258		44,234.4619
Total	**46.2661**	**65.6231**	**298.5832**	**0.5228**	**34.9681**	**0.8485**	**35.8165**	**9.3430**	**0.7845**	**10.1275**		**44,905.0971**	**44,905.0971**	**1.9395**	**0.0130**	**44,949.8674**

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	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Energy	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773
Mobile	39.3212	65.0304	298.0728	0.5192	34.9681	0.8034	35.7714	9.3430	0.7394	10.0824		44,194.0204	44,194.0204	1.9258		44,234.4619
Total	**46.2661**	**65.6231**	**298.5832**	**0.5228**	**34.9681**	**0.8485**	**35.8165**	**9.3430**	**0.7845**	**10.1275**		**44,905.0971**	**44,905.0971**	**1.9395**	**0.0130**	**44,949.8674**

	ROG	NOx	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	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/29/2016	3/17/2016	5	35	
3	Building Construction	Building Construction	3/25/2016	5/18/2017	5	300	
4	Paving	Paving	5/19/2017	7/27/2017	5	50	
5	Architectural Coating	Architectural Coating	7/28/2017	10/19/2017	5	60	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10.58

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 394,567; Non-Residential Outdoor: 131,522 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	101.00	43.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8251	200.8251	0.0110		201.0556
Total	**0.0766**	**0.1029**	**1.0764**	**2.3900e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**200.8251**	**200.8251**	**0.0110**		**201.0556**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	5.0771	43.7059	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**43.7059**	**41.1053**	**0.0391**	**7.0458**	**2.9387**	**9.9845**	**3.8730**	**2.7036**	**6.5766**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8251	200.8251	0.0110		201.0556
Total	**0.0766**	**0.1029**	**1.0764**	**2.3900e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**200.8251**	**200.8251**	**0.0110**		**201.0556**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4006	0.0000	6.4006	3.3536	0.0000	3.3536			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**6.4006**	**3.5842**	**9.9848**	**3.3536**	**3.2975**	**6.6511**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6230	9.8164	7.6309	0.0252	0.5963	0.1469	0.7432	0.1633	0.1351	0.2984		2,540.7161	2,540.7161	0.0185		2,541.1045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0851	0.1144	1.1960	2.6500e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		223.1390	223.1390	0.0122		223.3952
Total	**0.7081**	**9.9308**	**8.8269**	**0.0279**	**0.8198**	**0.1488**	**0.9686**	**0.2226**	**0.1368**	**0.3594**		**2,763.8551**	**2,763.8551**	**0.0307**		**2,764.4997**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.4962	0.0000	2.4962	1.3079	0.0000	1.3079			0.0000			0.0000
Off-Road	6.4795	59.8510	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**59.8510**	**49.1374**	**0.0617**	**2.4962**	**3.5842**	**6.0805**	**1.3079**	**3.2975**	**4.6054**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6230	9.8164	7.6309	0.0252	0.5963	0.1469	0.7432	0.1633	0.1351	0.2984		2,540.7161	2,540.7161	0.0185		2,541.1045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0851	0.1144	1.1960	2.6500e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		223.1390	223.1390	0.0122		223.3952
Total	**0.7081**	**9.9308**	**8.8269**	**0.0279**	**0.8198**	**0.1488**	**0.9686**	**0.2226**	**0.1368**	**0.3594**		**2,763.8551**	**2,763.8551**	**0.0307**		**2,764.4997**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3937	3.8287	5.1481	9.2900e-003	0.2687	0.0613	0.3300	0.0765	0.0563	0.1329		930.3886	930.3886	6.9300e-003		930.5342
Worker	0.4299	0.5776	6.0398	0.0134	1.1289	9.4400e-003	1.1384	0.2994	8.6800e-003	0.3081		1,126.8521	1,126.8521	0.0616		1,128.1456
Total	**0.8236**	**4.4063**	**11.1879**	**0.0227**	**1.3977**	**0.0707**	**1.4684**	**0.3759**	**0.0650**	**0.4410**		**2,057.2407**	**2,057.2407**	**0.0685**		**2,058.6797**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	22.8051	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**22.8051**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3937	3.8287	5.1481	9.2900e-003	0.2687	0.0613	0.3300	0.0765	0.0563	0.1329		930.3886	930.3886	6.9300e-003		930.5342
Worker	0.4299	0.5776	6.0398	0.0134	1.1289	9.4400e-003	1.1384	0.2994	8.6800e-003	0.3081		1,126.8521	1,126.8521	0.0616		1,128.1456
Total	**0.8236**	**4.4063**	**11.1879**	**0.0227**	**1.3977**	**0.0707**	**1.4684**	**0.3759**	**0.0650**	**0.4410**		**2,057.2407**	**2,057.2407**	**0.0685**		**2,058.6797**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3596	3.4842	4.8873	9.2800e-003	0.2688	0.0546	0.3235	0.0766	0.0503	0.1268		915.3146	915.3146	6.7100e-003		915.4556
Worker	0.3856	0.5215	5.4461	0.0134	1.1289	9.0800e-003	1.1380	0.2994	8.3800e-003	0.3078		1,083.5743	1,083.5743	0.0568		1,084.7680
Total	**0.7452**	**4.0057**	**10.3334**	**0.0227**	**1.3978**	**0.0637**	**1.4615**	**0.3760**	**0.0586**	**0.4346**		**1,998.8890**	**1,998.8890**	**0.0636**		**2,000.2236**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	21.1245	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**21.1245**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3596	3.4842	4.8873	9.2800e-003	0.2688	0.0546	0.3235	0.0766	0.0503	0.1268		915.3146	915.3146	6.7100e-003		915.4556
Worker	0.3856	0.5215	5.4461	0.0134	1.1289	9.0800e-003	1.1380	0.2994	8.3800e-003	0.3078		1,083.5743	1,083.5743	0.0568		1,084.7680
Total	**0.7452**	**4.0057**	**10.3334**	**0.0227**	**1.3978**	**0.0637**	**1.4615**	**0.3760**	**0.0586**	**0.4346**		**1,998.8890**	**1,998.8890**	**0.0636**		**2,000.2236**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0573	0.0775	0.8088	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9269	160.9269	8.4400e-003		161.1042
Total	**0.0573**	**0.0775**	**0.8088**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9269**	**160.9269**	**8.4400e-003**		**161.1042**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9074	16.2371	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**16.2371**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0573	0.0775	0.8088	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9269	160.9269	8.4400e-003		161.1042
Total	**0.0573**	**0.0775**	**0.8088**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9269**	**160.9269**	**8.4400e-003**		**161.1042**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**61.2929**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0764	0.1033	1.0784	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5692	214.5692	0.0113		214.8056
Total	**0.0764**	**0.1033**	**1.0784**	**2.6500e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.5692**	**214.5692**	**0.0113**		**214.8056**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	60.9606					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	1.7480	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**61.2929**	**1.7480**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0764	0.1033	1.0784	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5692	214.5692	0.0113		214.8056
Total	**0.0764**	**0.1033**	**1.0784**	**2.6500e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.5692**	**214.5692**	**0.0113**		**214.8056**

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	39.3212	65.0304	298.0728	0.5192	34.9681	0.8034	35.7714	9.3430	0.7394	10.0824		44,194.0204	44,194.0204	1.9258		44,234.4619
Unmitigated	39.3212	65.0304	298.0728	0.5192	34.9681	0.8034	35.7714	9.3430	0.7394	10.0824		44,194.0204	44,194.0204	1.9258		44,234.4619

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,604.48	3,271.52	2670.08	1,617,019	1,617,019
Fast Food Restaurant with Drive Thru	4,170.00	5,018.11	3771.90	4,456,111	4,456,111
Fast Food Restaurant with Drive Thru	1,080.00	1,299.65	976.90	1,154,101	1,154,101
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	4,146.14	3,932.84	1911.23	7,222,999	7,222,999
Total	12,000.62	13,522.12	9,330.11	14,450,229	14,450,229

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
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

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	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773
NaturalGas Unmitigated	0.0652	0.5925	0.4977	3.5600e-003		0.0450	0.0450		0.0450	0.0450		711.0500	711.0500	0.0136	0.0130	715.3773

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					
Fast Food Restaurant with Drive Thru	1149.09	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4436.77	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
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
Strip Mall	435.698	4.7000e-003	0.0427	0.0359	2.6000e-004		3.2500e-003	3.2500e-003		3.2500e-003	3.2500e-003		51.2586	51.2586	9.8000e-004	9.4000e-004	51.5706
Convenience Market With Gas Pumps	22.3701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Total		**0.0652**	**0.5926**	**0.4977**	**3.5600e-003**		**0.0450**	**0.0450**		**0.0450**	**0.0450**		**711.0500**	**711.0500**	**0.0136**	**0.0130**	**715.3773**

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					
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
Strip Mall	0.435698	4.7000e-003	0.0427	0.0359	2.6000e-004		3.2500e-003	3.2500e-003		3.2500e-003	3.2500e-003		51.2586	51.2586	9.8000e-004	9.4000e-004	51.5706
Convenience Market With Gas Pumps	0.0223701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Fast Food Restaurant with Drive Thru	1.14909	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4.43677	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
Total		**0.0652**	**0.5926**	**0.4977**	**3.5600e-003**		**0.0450**	**0.0450**		**0.0450**	**0.0450**		**711.0500**	**711.0500**	**0.0136**	**0.0130**	**715.3773**

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	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Unmitigated	6.8797	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282

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	1.6702					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2200e-003	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Total	**6.8797**	**1.2000e-004**	**0.0127**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0267**	**0.0267**	**7.0000e-005**		**0.0282**

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	1.6702					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2200e-003	1.2000e-004	0.0127	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0267	0.0267	7.0000e-005		0.0282
Total	**6.8797**	**1.2000e-004**	**0.0127**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0267**	**0.0267**	**7.0000e-005**		**0.0282**

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 Vegetation

West Creek Development, Valencia CA

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	3.58	Acre	3.58	155,944.80	0
Fast Food Restaurant with Drive Thru	6.95	1000sqft	1.00	6,950.00	0
Fast Food Restaurant with Drive Thru	1.80	1000sqft	0.50	1,800.00	0
Retirement Community	120.00	Dwelling Unit	3.50	80,197.00	343
Convenience Market With Gas Pumps	16.00	Pump	1.00	4,803.00	0
Strip Mall	13.25	1000sqft	1.00	13,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Mixed-Use development, 10.58 acres, Valencia (Santa Clarita) California.

Land Use - Mixed-use development. "Parking- other asphalt surfaces" accounts for parking and internal streets, assumes approx. 33% site coverage.

Construction Phase - Assumes a 2-year buildout. Architectural coating will occur gradually as buildings/units are completed.

Grading - Cut/Fill estimates provided by project engineer.

Architectural Coating - Low VOC paint per SCAQMD Rule 1113.

Vehicle Trips - Trip rates were derived from the project Traffic Analysis. "Fast Food" trip rates were increased to capture the higher trip rate of the coffee shop.

Woodstoves - Woodstoves/fireplaces are not proposed for this project.

Energy Use -

Water And Wastewater - No septic tanks will be used.

Solid Waste -

Construction Off-road Equipment Mitigation - Assumes standard dust control measures and use of oxidation catalysts on vehicles (20% reduction equiv.)

Area Mitigation - Low VOC based paint to be used per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	20.00	55.00
tblConstructionPhase	NumDays	30.00	35.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	10.00	20.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	102.00	0.00
tblFireplaces	NumberNoFireplace	12.00	0.00
tblFireplaces	NumberWood	6.00	0.00
tblGrading	AcresOfGrading	87.50	10.58
tblGrading	MaterialExported	0.00	9,586.00

tblGrading	MaterialImported	0.00	8,347.00
tblLandUse	LandUseSquareFeet	120,000.00	80,197.00
tblLandUse	LandUseSquareFeet	2,258.80	4,803.00
tblLandUse	LotAcreage	0.04	0.50
tblLandUse	LotAcreage	0.16	1.00
tblLandUse	LotAcreage	24.00	3.50
tblLandUse	LotAcreage	0.05	1.00
tblLandUse	LotAcreage	0.30	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	496.12	600.00
tblVehicleTrips	WD_TR	2.81	2.74
tblWoodstoves	NumberCatalytic	6.00	0.00
tblWoodstoves	NumberNoncatalytic	6.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2016	0.6338	5.4693	4.8727	7.9400e-003	0.5179	0.3052	0.8231	0.2185	0.2847	0.5032	0.0000	691.7951	691.7951	0.1141	0.0000	694.1911
2017	1.8397	2.0224	1.9824	3.5300e-003	0.1092	0.1203	0.2295	0.0293	0.1127	0.1419	0.0000	297.7287	297.7287	0.0491	0.0000	298.7594
Total	**2.4734**	**7.4917**	**6.8551**	**0.0115**	**0.6272**	**0.4255**	**1.0527**	**0.2477**	**0.3974**	**0.6451**	**0.0000**	**989.5238**	**989.5238**	**0.1632**	**0.0000**	**992.9505**

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					
2016	0.6338	4.5109	4.8727	7.9400e-003	0.3394	0.3052	0.6446	0.1221	0.2847	0.4068	0.0000	691.7946	691.7946	0.1141	0.0000	694.1907
2017	1.8397	1.6607	1.9824	3.5300e-003	0.1092	0.1203	0.2295	0.0293	0.1127	0.1419	0.0000	297.7285	297.7285	0.0491	0.0000	298.7592
Total	**2.4734**	**6.1717**	**6.8551**	**0.0115**	**0.4486**	**0.4255**	**0.8741**	**0.1513**	**0.3974**	**0.5487**	**0.0000**	**989.5231**	**989.5231**	**0.1632**	**0.0000**	**992.9499**

	ROG	**NOx**	**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**	**17.62**	**0.00**	**0.00**	**28.47**	**0.00**	**16.96**	**38.91**	**0.00**	**14.94**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2323	0.0146	1.2505	7.0000e-005		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	2.0225	2.0225	2.0300e-003	0.0000	2.0652
Energy	0.0205	0.1811	0.1191	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	549.5441	549.5441	0.0198	7.0100e-003	552.1350
Mobile	4.2591	7.1460	32.9148	0.0549	3.5551	0.0842	3.6393	0.9513	0.0775	1.0288	0.0000	4,239.2050	4,239.2050	0.1855	0.0000	4,243.1005
Waste						0.0000	0.0000		0.0000	0.0000	34.4882	0.0000	34.4882	2.0382	0.0000	77.2902
Water						0.0000	0.0000		0.0000	0.0000	3.6875	61.7585	65.4460	0.3816	9.5300e-003	76.4136
Total	**5.5119**	**7.3417**	**34.2844**	**0.0561**	**3.5551**	**0.1052**	**3.6603**	**0.9513**	**0.0985**	**1.0498**	**38.1757**	**4,852.5301**	**4,890.7058**	**2.6271**	**0.0165**	**4,951.0044**

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	1.1475	0.0146	1.2505	7.0000e-005		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	2.0225	2.0225	2.0300e-003	0.0000	2.0652
Energy	0.0205	0.1811	0.1191	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	549.5441	549.5441	0.0198	7.0100e-003	552.1350
Mobile	4.2591	7.1460	32.9148	0.0549	3.5551	0.0842	3.6393	0.9513	0.0775	1.0288	0.0000	4,239.2050	4,239.2050	0.1855	0.0000	4,243.1005
Waste						0.0000	0.0000		0.0000	0.0000	34.4882	0.0000	34.4882	2.0382	0.0000	77.2902
Water						0.0000	0.0000		0.0000	0.0000	3.6875	61.7585	65.4460	0.3815	9.5200e-003	76.4077
Total	**5.4272**	**7.3417**	**34.2844**	**0.0561**	**3.5551**	**0.1052**	**3.6603**	**0.9513**	**0.0985**	**1.0498**	**38.1757**	**4,852.5301**	**4,890.7058**	**2.6271**	**0.0165**	**4,950.9985**

	ROG	NOx	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	**1.54**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.06**	**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	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/29/2016	3/17/2016	5	35	
3	Building Construction	Building Construction	3/18/2016	5/11/2017	5	300	
4	Paving	Paving	5/12/2017	7/20/2017	5	50	
5	Architectural Coating	Architectural Coating	7/21/2017	10/5/2017	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10.58

Acres of Paving: 0

Residential Indoor: 162,399; Residential Outdoor: 54,133; Non-Residential Indoor: 274,122; Non-Residential Outdoor: 91,374 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	161.00	43.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0508	0.5463	0.4111	3.9000e-004		0.0294	0.0294		0.0270	0.0270	0.0000	36.8771	36.8771	0.0111	0.0000	37.1107
Total	**0.0508**	**0.5463**	**0.4111**	**3.9000e-004**	**0.1807**	**0.0294**	**0.2101**	**0.0993**	**0.0270**	**0.1264**	**0.0000**	**36.8771**	**36.8771**	**0.0111**	**0.0000**	**37.1107**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	7.2000e-004	1.0600e-003	0.0110	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.8502	1.8502	1.0000e-004	0.0000	1.8523
Total	**7.2000e-004**	**1.0600e-003**	**0.0110**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**0.0000**	**1.8502**	**1.8502**	**1.0000e-004**	**0.0000**	**1.8523**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0705	0.0000	0.0705	0.0387	0.0000	0.0387	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0508	0.4371	0.4111	3.9000e-004		0.0294	0.0294		0.0270	0.0270	0.0000	36.8771	36.8771	0.0111	0.0000	37.1107
Total	**0.0508**	**0.4371**	**0.4111**	**3.9000e-004**	**0.0705**	**0.0294**	**0.0999**	**0.0387**	**0.0270**	**0.0658**	**0.0000**	**36.8771**	**36.8771**	**0.0111**	**0.0000**	**37.1107**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	7.2000e-004	1.0600e-003	0.0110	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.8502	1.8502	1.0000e-004	0.0000	1.8523
Total	**7.2000e-004**	**1.0600e-003**	**0.0110**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**0.0000**	**1.8502**	**1.8502**	**1.0000e-004**	**0.0000**	**1.8523**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1120	0.0000	0.1120	0.0587	0.0000	0.0587	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1134	1.3092	0.8599	1.0800e-003		0.0627	0.0627		0.0577	0.0577	0.0000	101.8425	101.8425	0.0307	0.0000	102.4876
Total	**0.1134**	**1.3092**	**0.8599**	**1.0800e-003**	**0.1120**	**0.0627**	**0.1747**	**0.0587**	**0.0577**	**0.1164**	**0.0000**	**101.8425**	**101.8425**	**0.0307**	**0.0000**	**102.4876**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0107	0.1747	0.1312	4.4000e-004	0.0103	2.5700e-003	0.0128	2.8200e-003	2.3600e-003	5.1800e-003	0.0000	40.3914	40.3914	2.9000e-004	0.0000	40.3975
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-003	2.0600e-003	0.0214	5.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.5976	3.5976	1.9000e-004	0.0000	3.6017
Total	**0.0121**	**0.1768**	**0.1527**	**4.9000e-004**	**0.0141**	**2.6000e-003**	**0.0167**	**3.8400e-003**	**2.3900e-003**	**6.2300e-003**	**0.0000**	**43.9891**	**43.9891**	**4.8000e-004**	**0.0000**	**43.9993**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.0437	0.0000	0.0437	0.0229	0.0000	0.0229	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1134	1.0474	0.8599	1.0800e-003		0.0627	0.0627		0.0577	0.0577	0.0000	101.8424	101.8424	0.0307	0.0000	102.4875
Total	**0.1134**	**1.0474**	**0.8599**	**1.0800e-003**	**0.0437**	**0.0627**	**0.1064**	**0.0229**	**0.0577**	**0.0806**	**0.0000**	**101.8424**	**101.8424**	**0.0307**	**0.0000**	**102.4875**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0107	0.1747	0.1312	4.4000e-004	0.0103	2.5700e-003	0.0128	2.8200e-003	2.3600e-003	5.1800e-003	0.0000	40.3914	40.3914	2.9000e-004	0.0000	40.3975
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-003	2.0600e-003	0.0214	5.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.5976	3.5976	1.9000e-004	0.0000	3.6017
Total	**0.0121**	**0.1768**	**0.1527**	**4.9000e-004**	**0.0141**	**2.6000e-003**	**0.0167**	**3.8400e-003**	**2.3900e-003**	**6.2300e-003**	**0.0000**	**43.9891**	**43.9891**	**4.8000e-004**	**0.0000**	**43.9993**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3508	2.9362	1.9062	2.7600e-003		0.2026	0.2026		0.1904	0.1904	0.0000	249.4182	249.4182	0.0619	0.0000	250.7173
Total	**0.3508**	**2.9362**	**1.9062**	**2.7600e-003**		**0.2026**	**0.2026**		**0.1904**	**0.1904**	**0.0000**	**249.4182**	**249.4182**	**0.0619**	**0.0000**	**250.7173**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0394	0.4021	0.5162	9.6000e-004	0.0273	6.2700e-003	0.0335	7.7800e-003	5.7700e-003	0.0136	0.0000	87.3617	87.3617	6.4000e-004	0.0000	87.3750
Worker	0.0665	0.0976	1.0157	2.2400e-003	0.1819	1.5500e-003	0.1835	0.0483	1.4200e-003	0.0497	0.0000	170.4563	170.4563	9.1700e-003	0.0000	170.6490
Total	**0.1059**	**0.4997**	**1.5319**	**3.2000e-003**	**0.2092**	**7.8200e-003**	**0.2170**	**0.0561**	**7.1900e-003**	**0.0633**	**0.0000**	**257.8180**	**257.8180**	**9.8100e-003**	**0.0000**	**258.0240**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3508	2.3489	1.9062	2.7600e-003		0.2026	0.2026		0.1904	0.1904	0.0000	249.4179	249.4179	0.0619	0.0000	250.7170
Total	**0.3508**	**2.3489**	**1.9062**	**2.7600e-003**		**0.2026**	**0.2026**		**0.1904**	**0.1904**	**0.0000**	**249.4179**	**249.4179**	**0.0619**	**0.0000**	**250.7170**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0394	0.4021	0.5162	9.6000e-004	0.0273	6.2700e-003	0.0335	7.7800e-003	5.7700e-003	0.0136	0.0000	87.3617	87.3617	6.4000e-004	0.0000	87.3750
Worker	0.0665	0.0976	1.0157	2.2400e-003	0.1819	1.5500e-003	0.1835	0.0483	1.4200e-003	0.0497	0.0000	170.4563	170.4563	9.1700e-003	0.0000	170.6490
Total	**0.1059**	**0.4997**	**1.5319**	**3.2000e-003**	**0.2092**	**7.8200e-003**	**0.2170**	**0.0561**	**7.1900e-003**	**0.0633**	**0.0000**	**257.8180**	**257.8180**	**9.8100e-003**	**0.0000**	**258.0240**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1458	1.2411	0.8521	1.2600e-003		0.0837	0.0837		0.0786	0.0786	0.0000	112.5552	112.5552	0.0277	0.0000	113.1369
Total	**0.1458**	**1.2411**	**0.8521**	**1.2600e-003**		**0.0837**	**0.0837**		**0.0786**	**0.0786**	**0.0000**	**112.5552**	**112.5552**	**0.0277**	**0.0000**	**113.1369**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0164	0.1670	0.2232	4.4000e-004	0.0124	2.5500e-003	0.0150	3.5500e-003	2.3500e-003	5.9000e-003	0.0000	39.2187	39.2187	2.8000e-004	0.0000	39.2246
Worker	0.0272	0.0402	0.4182	1.0200e-003	0.0830	6.8000e-004	0.0837	0.0221	6.3000e-004	0.0227	0.0000	74.7950	74.7950	3.8600e-003	0.0000	74.8762
Total	**0.0436**	**0.2072**	**0.6414**	**1.4600e-003**	**0.0955**	**3.2300e-003**	**0.0987**	**0.0256**	**2.9800e-003**	**0.0286**	**0.0000**	**114.0137**	**114.0137**	**4.1400e-003**	**0.0000**	**114.1007**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1458	0.9929	0.8521	1.2600e-003		0.0837	0.0837		0.0786	0.0786	0.0000	112.5551	112.5551	0.0277	0.0000	113.1368
Total	**0.1458**	**0.9929**	**0.8521**	**1.2600e-003**		**0.0837**	**0.0837**		**0.0786**	**0.0786**	**0.0000**	**112.5551**	**112.5551**	**0.0277**	**0.0000**	**113.1368**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	0.0164	0.1670	0.2232	4.4000e-004	0.0124	2.5500e-003	0.0150	3.5500e-003	2.3500e-003	5.9000e-003	0.0000	39.2187	39.2187	2.8000e-004	0.0000	39.2246
Worker	0.0272	0.0402	0.4182	1.0200e-003	0.0830	6.8000e-004	0.0837	0.0221	6.3000e-004	0.0227	0.0000	74.7950	74.7950	3.8600e-003	0.0000	74.8762
Total	**0.0436**	**0.2072**	**0.6414**	**1.4600e-003**	**0.0955**	**3.2300e-003**	**0.0987**	**0.0256**	**2.9800e-003**	**0.0286**	**0.0000**	**114.0137**	**114.0137**	**4.1400e-003**	**0.0000**	**114.1007**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0477	0.5074	0.3682	5.6000e-004		0.0285	0.0285		0.0262	0.0262	0.0000	51.7335	51.7335	0.0159	0.0000	52.0664
Paving	4.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0524**	**0.5074**	**0.3682**	**5.6000e-004**		**0.0285**	**0.0285**		**0.0262**	**0.0262**	**0.0000**	**51.7335**	**51.7335**	**0.0159**	**0.0000**	**52.0664**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.3500e-003	1.9900e-003	0.0207	5.0000e-005	4.1100e-003	3.0000e-005	4.1500e-003	1.0900e-003	3.0000e-005	1.1200e-003	0.0000	3.7066	3.7066	1.9000e-004	0.0000	3.7107
Total	**1.3500e-003**	**1.9900e-003**	**0.0207**	**5.0000e-005**	**4.1100e-003**	**3.0000e-005**	**4.1500e-003**	**1.0900e-003**	**3.0000e-005**	**1.1200e-003**	**0.0000**	**3.7066**	**3.7066**	**1.9000e-004**	**0.0000**	**3.7107**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0477	0.4059	0.3682	5.6000e-004		0.0285	0.0285		0.0262	0.0262	0.0000	51.7335	51.7335	0.0159	0.0000	52.0664
Paving	4.6900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0524**	**0.4059**	**0.3682**	**5.6000e-004**		**0.0285**	**0.0285**		**0.0262**	**0.0262**	**0.0000**	**51.7335**	**51.7335**	**0.0159**	**0.0000**	**52.0664**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	1.3500e-003	1.9900e-003	0.0207	5.0000e-005	4.1100e-003	3.0000e-005	4.1500e-003	1.0900e-003	3.0000e-005	1.1200e-003	0.0000	3.7066	3.7066	1.9000e-004	0.0000	3.7107
Total	**1.3500e-003**	**1.9900e-003**	**0.0207**	**5.0000e-005**	**4.1100e-003**	**3.0000e-005**	**4.1500e-003**	**1.0900e-003**	**3.0000e-005**	**1.1200e-003**	**0.0000**	**3.7066**	**3.7066**	**1.9000e-004**	**0.0000**	**3.7107**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1400e-003	0.0601	0.0514	8.0000e-005		4.7700e-003	4.7700e-003		4.7700e-003	4.7700e-003	0.0000	7.0215	7.0215	7.4000e-004	0.0000	7.0370
Total	**1.5933**	**0.0601**	**0.0514**	**8.0000e-005**		**4.7700e-003**	**4.7700e-003**		**4.7700e-003**	**4.7700e-003**	**0.0000**	**7.0215**	**7.0215**	**7.4000e-004**	**0.0000**	**7.0370**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.1600e-003	4.6800e-003	0.0486	1.2000e-004	9.6500e-003	8.0000e-005	9.7300e-003	2.5600e-003	7.0000e-005	2.6400e-003	0.0000	8.6982	8.6982	4.5000e-004	0.0000	8.7077
Total	**3.1600e-003**	**4.6800e-003**	**0.0486**	**1.2000e-004**	**9.6500e-003**	**8.0000e-005**	**9.7300e-003**	**2.5600e-003**	**7.0000e-005**	**2.6400e-003**	**0.0000**	**8.6982**	**8.6982**	**4.5000e-004**	**0.0000**	**8.7077**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5842					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1400e-003	0.0481	0.0514	8.0000e-005		4.7700e-003	4.7700e-003		4.7700e-003	4.7700e-003	0.0000	7.0214	7.0214	7.4000e-004	0.0000	7.0370
Total	**1.5933**	**0.0481**	**0.0514**	**8.0000e-005**		**4.7700e-003**	**4.7700e-003**		**4.7700e-003**	**4.7700e-003**	**0.0000**	**7.0214**	**7.0214**	**7.4000e-004**	**0.0000**	**7.0370**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	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	3.1600e-003	4.6800e-003	0.0486	1.2000e-004	9.6500e-003	8.0000e-005	9.7300e-003	2.5600e-003	7.0000e-005	2.6400e-003	0.0000	8.6982	8.6982	4.5000e-004	0.0000	8.7077
Total	**3.1600e-003**	**4.6800e-003**	**0.0486**	**1.2000e-004**	**9.6500e-003**	**8.0000e-005**	**9.7300e-003**	**2.5600e-003**	**7.0000e-005**	**2.6400e-003**	**0.0000**	**8.6982**	**8.6982**	**4.5000e-004**	**0.0000**	**8.7077**

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	4.2591	7.1460	32.9148	0.0549	3.5551	0.0842	3.6393	0.9513	0.0775	1.0288	0.0000	4,239.2050	4,239.2050	0.1855	0.0000	4,243.1005
Unmitigated	4.2591	7.1460	32.9148	0.0549	3.5551	0.0842	3.6393	0.9513	0.0775	1.0288	0.0000	4,239.2050	4,239.2050	0.1855	0.0000	4,243.1005

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,604.48	3,271.52	2670.08	1,617,019	1,617,019
Fast Food Restaurant with Drive Thru	4,170.00	5,018.11	3771.90	4,456,111	4,456,111
Fast Food Restaurant with Drive Thru	1,080.00	1,299.65	976.90	1,154,101	1,154,101
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	587.24	557.03	270.70	1,023,033	1,023,033
Retirement Community	328.80	337.20	337.20	1,131,761	1,131,761
Total	8,770.52	10,483.51	8,026.78	9,382,024	9,382,024

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
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Retirement Community	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

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	346.8549	346.8549	0.0159	3.3000e-003	348.2123
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	346.8549	346.8549	0.0159	3.3000e-003	348.2123
NaturalGas Mitigated	0.0205	0.1811	0.1191	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	202.6892	202.6892	3.8800e-003	3.7200e-003	203.9227
NaturalGas Unmitigated	0.0205	0.1811	0.1191	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	202.6892	202.6892	3.8800e-003	3.7200e-003	203.9227

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					
Fast Food Restaurant with Drive Thru	1.61942e+006	8.7300e-003	0.0794	0.0667	4.8000e-004		6.0300e-003	6.0300e-003		6.0300e-003	6.0300e-003	0.0000	86.4184	86.4184	1.6600e-003	1.5800e-003	86.9443
Fast Food Restaurant with Drive Thru	419418	2.2600e-003	0.0206	0.0173	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3817	22.3817	4.3000e-004	4.1000e-004	22.5180
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
Retirement Community	1.72872e+006	9.3200e-003	0.0797	0.0339	5.1000e-004		6.4400e-003	6.4400e-003		6.4400e-003	6.4400e-003	0.0000	92.2513	92.2513	1.7700e-003	1.6900e-003	92.8127
Strip Mall	22525	1.2000e-004	1.1000e-003	9.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.2020	1.2020	2.0000e-005	2.0000e-005	1.2093
Convenience Market With Gas Pumps	8165.1	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4357	0.4357	1.0000e-005	1.0000e-005	0.4384
Total		**0.0205**	**0.1811**	**0.1191**	**1.1200e-003**		**0.0141**	**0.0141**		**0.0141**	**0.0141**	**0.0000**	**202.6891**	**202.6891**	**3.8900e-003**	**3.7100e-003**	**203.9227**

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					
Fast Food Restaurant with Drive Thru	419418	2.2600e-003	0.0206	0.0173	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3817	22.3817	4.3000e-004	4.1000e-004	22.5180
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
Retirement Community	1.72872e+006	9.3200e-003	0.0797	0.0339	5.1000e-004		6.4400e-003	6.4400e-003		6.4400e-003	6.4400e-003	0.0000	92.2513	92.2513	1.7700e-003	1.6900e-003	92.8127
Strip Mall	22525	1.2000e-004	1.1000e-003	9.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.2020	1.2020	2.0000e-005	2.0000e-005	1.2093
Convenience Market With Gas Pumps	8165.1	4.0000e-005	4.0000e-004	3.4000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4357	0.4357	1.0000e-005	1.0000e-005	0.4384
Fast Food Restaurant with Drive Thru	1.61942e+006	8.7300e-003	0.0794	0.0667	4.8000e-004		6.0300e-003	6.0300e-003		6.0300e-003	6.0300e-003	0.0000	86.4184	86.4184	1.6600e-003	1.5800e-003	86.9443
Total		**0.0205**	**0.1811**	**0.1191**	**1.1200e-003**		**0.0141**	**0.0141**		**0.0141**	**0.0141**	**0.0000**	**202.6891**	**202.6891**	**3.8900e-003**	**3.7100e-003**	**203.9227**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	72861.5	20.8506	9.6000e-004	2.0000e-004	20.9322
Fast Food Restaurant with Drive Thru	326025	93.2974	4.2900e-003	8.9000e-004	93.6625
Fast Food Restaurant with Drive Thru	84438	24.1634	1.1100e-003	2.3000e-004	24.2579
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	527746	151.0233	6.9400e-003	1.4400e-003	151.6144
Strip Mall	201003	57.5203	2.6400e-003	5.5000e-004	57.7454
Total		**346.8549**	**0.0159**	**3.3100e-003**	**348.2123**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	72861.5	20.8506	9.6000e-004	2.0000e-004	20.9322
Fast Food Restaurant with Drive Thru	326025	93.2974	4.2900e-003	8.9000e-004	93.6625
Fast Food Restaurant with Drive Thru	84438	24.1634	1.1100e-003	2.3000e-004	24.2579
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	527746	151.0233	6.9400e-003	1.4400e-003	151.6144
Strip Mall	201003	57.5203	2.6400e-003	5.5000e-004	57.7454
Total		**346.8549**	**0.0159**	**3.3100e-003**	**348.2123**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.1475	0.0146	1.2505	7.0000e-005		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	2.0225	2.0225	2.0300e-003	0.0000	2.0652
Unmitigated	1.2323	0.0146	1.2505	7.0000e-005		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	2.0225	2.0225	2.0300e-003	0.0000	2.0652

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	0.2431					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9502					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	0.0390	0.0146	1.2505	7.0000e-005		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	2.0225	2.0225	2.0300e-003	0.0000	2.0652
Total	**1.2322**	**0.0146**	**1.2505**	**7.0000e-005**		**6.7900e-003**	**6.7900e-003**		**6.7900e-003**	**6.7900e-003**	**0.0000**	**2.0225**	**2.0225**	**2.0300e-003**	**0.0000**	**2.0652**

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	0.1584					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9502					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	0.0390	0.0146	1.2505	7.0000e-005		6.7900e-003	6.7900e-003		6.7900e-003	6.7900e-003	0.0000	2.0225	2.0225	2.0300e-003	0.0000	2.0652
Total	**1.1475**	**0.0146**	**1.2505**	**7.0000e-005**		**6.7900e-003**	**6.7900e-003**		**6.7900e-003**	**6.7900e-003**	**0.0000**	**2.0225**	**2.0225**	**2.0300e-003**	**0.0000**	**2.0652**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	65.4460	0.3815	9.5200e-003	76.4077
Unmitigated	65.4460	0.3816	9.5300e-003	76.4136

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.0026	5.5000e-003	1.4000e-004	1.1607
Fast Food Restaurant with Drive Thru	2.65592 / 0.169527	11.2780	0.0870	2.1400e-003	13.7697
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Retirement Community	7.81848 / 4.92904	47.2845	0.2568	6.4400e-003	54.6747
Strip Mall	0.981461 / 0.601541	5.8810	0.0322	8.1000e-004	6.8085
Total		**65.4460**	**0.3816**	**9.5300e-003**	**76.4136**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.0026	5.4900e-003	1.4000e-004	1.1606
Fast Food Restaurant with Drive Thru	2.65592 / 0.169527	11.2780	0.0870	2.1400e-003	13.7684
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Retirement Community	7.81848 / 4.92904	47.2845	0.2568	6.4300e-003	54.6708
Strip Mall	0.981461 / 0.601541	5.8810	0.0322	8.1000e-004	6.8080
Total		**65.4460**	**0.3815**	**9.5200e-003**	**76.4077**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	34.4882	2.0382	0.0000	77.2902
Unmitigated	34.4882	2.0382	0.0000	77.2902

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	100.79	20.4595	1.2091	0.0000	45.8510
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	55.2	11.2051	0.6622	0.0000	25.1114
Strip Mall	13.91	2.8236	0.1669	0.0000	6.3279
Total		**34.4882**	**2.0382**	**0.0000**	**77.2902**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	100.79	20.4595	1.2091	0.0000	45.8510
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	55.2	11.2051	0.6622	0.0000	25.1114
Strip Mall	13.91	2.8236	0.1669	0.0000	6.3279
Total		**34.4882**	**2.0382**	**0.0000**	**77.2902**

9.0 Operational Offroad

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

10.0 Vegetation

West Creek Development, Valencia CA

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	3.58	Acre	3.58	155,944.80	0
Fast Food Restaurant with Drive Thru	6.95	1000sqft	1.00	6,950.00	0
Fast Food Restaurant with Drive Thru	1.80	1000sqft	0.50	1,800.00	0
Retirement Community	120.00	Dwelling Unit	3.50	80,197.00	343
Convenience Market With Gas Pumps	16.00	Pump	1.00	4,803.00	0
Strip Mall	13.25	1000sqft	1.00	13,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Mixed-Use development, 10.58 acres, Valencia (Santa Clarita) California.

Land Use - Mixed-use development. "Parking- other asphalt surfaces" accounts for parking and internal streets, assumes approx. 33% site coverage.

Construction Phase - Assumes a 2-year buildout. Architectural coating will occur gradually as buildings/units are completed.

Grading - Cut/Fill estimates provided by project engineer.

Architectural Coating - Low VOC paint per SCAQMD Rule 1113.

Vehicle Trips - Trip rates were derived from the project Traffic Analysis. "Fast Food" trip rates were increased to capture the higher trip rate of the coffee shop.

Woodstoves - Woodstoves/fireplaces are not proposed for this project.

Energy Use -

Water And Wastewater - No septic tanks will be used.

Solid Waste -

Construction Off-road Equipment Mitigation - Assumes standard dust control measures and use of oxidation catalysts on vehicles (20% reduction equiv.)

Area Mitigation - Low VOC based paint to be used per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	20.00	55.00
tblConstructionPhase	NumDays	30.00	35.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	10.00	20.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	102.00	0.00
tblFireplaces	NumberNoFireplace	12.00	0.00
tblFireplaces	NumberWood	6.00	0.00
tblGrading	AcresOfGrading	87.50	10.58
tblGrading	MaterialExported	0.00	9,586.00

tblGrading	MaterialImported	0.00	8,347.00
tblLandUse	LandUseSquareFeet	120,000.00	80,197.00
tblLandUse	LandUseSquareFeet	2,258.80	4,803.00
tblLandUse	LotAcreage	0.04	0.50
tblLandUse	LotAcreage	0.16	1.00
tblLandUse	LotAcreage	24.00	3.50
tblLandUse	LotAcreage	0.05	1.00
tblLandUse	LotAcreage	0.30	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	496.12	600.00
tblVehicleTrips	WD_TR	2.81	2.74
tblWoodstoves	NumberCatalytic	6.00	0.00
tblWoodstoves	NumberNoncatalytic	6.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2016	7.1526	84.3912	57.0948	0.0898	18.2675	3.7327	21.2078	9.9840	3.4340	12.6892	0.0000	9,199.6616	9,199.6616	1.9654	0.0000	9,240.9358
2017	58.0589	30.5629	31.6142	0.0590	2.0684	1.8498	3.9182	0.5538	1.7361	2.2899	0.0000	5,404.8067	5,404.8067	0.7468	0.0000	5,420.4900
Total	**65.2116**	**114.9542**	**88.7090**	**0.1488**	**20.3359**	**5.5825**	**25.1260**	**10.5379**	**5.1701**	**14.9791**	**0.0000**	**14,604.4683**	**14,604.4683**	**2.7123**	**0.0000**	**14,661.4258**

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					
2016	7.1526	69.4285	57.0948	0.0898	7.2470	3.7327	10.1874	3.9263	3.4340	6.6315	0.0000	9,199.6616	9,199.6616	1.9654	0.0000	9,240.9358
2017	58.0589	25.2818	31.6142	0.0590	2.0684	1.8498	3.9182	0.5538	1.7361	2.2899	0.0000	5,404.8067	5,404.8067	0.7468	0.0000	5,420.4900
Total	**65.2116**	**94.7103**	**88.7090**	**0.1488**	**9.3155**	**5.5825**	**14.1056**	**4.4802**	**5.1701**	**8.9214**	**0.0000**	**14,604.4683**	**14,604.4683**	**2.7123**	**0.0000**	**14,661.4258**

	ROG	**NOx**	**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**	**17.61**	**0.00**	**0.00**	**54.19**	**0.00**	**43.86**	**57.49**	**0.00**	**40.44**	**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	6.8503	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116
Energy	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056
Mobile	28.0274	43.1861	197.1657	0.3638	23.0528	0.5360	23.5888	6.1594	0.4933	6.6527		30,927.9894	30,927.9894	1.3074		30,955.4455
Total	**34.9898**	**44.2951**	**207.8225**	**0.3704**	**23.0528**	**0.6678**	**23.7206**	**6.1594**	**0.6251**	**6.7846**	**0.0000**	**32,170.0798**	**32,170.0798**	**1.3488**	**0.0224**	**32,205.3628**

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	6.3861	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116
Energy	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056
Mobile	28.0274	43.1861	197.1657	0.3638	23.0528	0.5360	23.5888	6.1594	0.4933	6.6527		30,927.9894	30,927.9894	1.3074		30,955.4455
Total	**34.5257**	**44.2951**	**207.8225**	**0.3704**	**23.0528**	**0.6678**	**23.7206**	**6.1594**	**0.6251**	**6.7846**	**0.0000**	**32,170.0798**	**32,170.0798**	**1.3488**	**0.0224**	**32,205.3628**

	ROG	NOx	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	**1.33**	**0.00**	**0.00**	**0.00**	**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	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/29/2016	3/17/2016	5	35	
3	Building Construction	Building Construction	3/18/2016	5/11/2017	5	300	
4	Paving	Paving	5/12/2017	7/20/2017	5	50	
5	Architectural Coating	Architectural Coating	7/21/2017	10/5/2017	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10.58

Acres of Paving: 0

Residential Indoor: 162,399; Residential Outdoor: 54,133; Non-Residential Indoor: 274,122; Non-Residential Outdoor: 91,374 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	161.00	43.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554
Total	**0.0749**	**0.0937**	**1.1675**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1249**	**214.1249**	**0.0110**		**214.3554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	5.0771	43.7059	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**43.7059**	**41.1053**	**0.0391**	**7.0458**	**2.9387**	**9.9845**	**3.8730**	**2.7036**	**6.5766**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554
Total	**0.0749**	**0.0937**	**1.1675**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1249**	**214.1249**	**0.0110**		**214.3554**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4006	0.0000	6.4006	3.3536	0.0000	3.3536			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**6.4006**	**3.5842**	**9.9848**	**3.3536**	**3.2975**	**6.6511**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5899	9.4734	6.6602	0.0253	0.5963	0.1465	0.7428	0.1633	0.1348	0.2981		2,546.7643	2,546.7643	0.0183		2,547.1477
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0833	0.1041	1.2973	2.8300e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		237.9165	237.9165	0.0122		238.1726
Total	**0.6732**	**9.5775**	**7.9574**	**0.0281**	**0.8198**	**0.1484**	**0.9682**	**0.2226**	**0.1365**	**0.3591**		**2,784.6809**	**2,784.6809**	**0.0305**		**2,785.3204**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.4962	0.0000	2.4962	1.3079	0.0000	1.3079			0.0000			0.0000
Off-Road	6.4795	59.8510	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**59.8510**	**49.1374**	**0.0617**	**2.4962**	**3.5842**	**6.0805**	**1.3079**	**3.2975**	**4.6054**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5899	9.4734	6.6602	0.0253	0.5963	0.1465	0.7428	0.1633	0.1348	0.2981		2,546.7643	2,546.7643	0.0183		2,547.1477
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0833	0.1041	1.2973	2.8300e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		237.9165	237.9165	0.0122		238.1726
Total	**0.6732**	**9.5775**	**7.9574**	**0.0281**	**0.8198**	**0.1484**	**0.9682**	**0.2226**	**0.1365**	**0.3591**		**2,784.6809**	**2,784.6809**	**0.0305**		**2,785.3204**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3592	3.7344	4.2891	9.3600e-003	0.2687	0.0606	0.3294	0.0765	0.0558	0.1323		938.2512	938.2512	6.7300e-003		938.3925
Worker	0.6702	0.8382	10.4430	0.0228	1.7996	0.0150	1.8146	0.4773	0.0138	0.4911		1,915.2279	1,915.2279	0.0982		1,917.2898
Total	**1.0294**	**4.5726**	**14.7321**	**0.0322**	**2.0683**	**0.0757**	**2.1440**	**0.5538**	**0.0696**	**0.6234**		**2,853.4791**	**2,853.4791**	**0.1049**		**2,855.6823**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	22.8051	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**22.8051**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3592	3.7344	4.2891	9.3600e-003	0.2687	0.0606	0.3294	0.0765	0.0558	0.1323		938.2512	938.2512	6.7300e-003		938.3925
Worker	0.6702	0.8382	10.4430	0.0228	1.7996	0.0150	1.8146	0.4773	0.0138	0.4911		1,915.2279	1,915.2279	0.0982		1,917.2898
Total	**1.0294**	**4.5726**	**14.7321**	**0.0322**	**2.0683**	**0.0757**	**2.1440**	**0.5538**	**0.0696**	**0.6234**		**2,853.4791**	**2,853.4791**	**0.1049**		**2,855.6823**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3293	3.4003	4.0338	9.3500e-003	0.2688	0.0541	0.3229	0.0766	0.0498	0.1263		923.0688	923.0688	6.5100e-003		923.2055
Worker	0.6025	0.7570	9.4513	0.0228	1.7996	0.0145	1.8141	0.4773	0.0134	0.4906		1,841.9326	1,841.9326	0.0906		1,843.8355
Total	**0.9318**	**4.1573**	**13.4851**	**0.0321**	**2.0684**	**0.0686**	**2.1370**	**0.5538**	**0.0631**	**0.6169**		**2,765.0014**	**2,765.0014**	**0.0971**		**2,767.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	21.1245	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**21.1245**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3293	3.4003	4.0338	9.3500e-003	0.2688	0.0541	0.3229	0.0766	0.0498	0.1263		923.0688	923.0688	6.5100e-003		923.2055
Worker	0.6025	0.7570	9.4513	0.0228	1.7996	0.0145	1.8141	0.4773	0.0134	0.4906		1,841.9326	1,841.9326	0.0906		1,843.8355
Total	**0.9318**	**4.1573**	**13.4851**	**0.0321**	**2.0684**	**0.0686**	**2.1370**	**0.5538**	**0.0631**	**0.6169**		**2,765.0014**	**2,765.0014**	**0.0971**		**2,767.0410**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0561	0.0705	0.8806	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.6086	171.6086	8.4400e-003		171.7859
Total	**0.0561**	**0.0705**	**0.8806**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.6086**	**171.6086**	**8.4400e-003**		**171.7859**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9074	16.2371	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**16.2371**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0561	0.0705	0.8806	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.6086	171.6086	8.4400e-003		171.7859
Total	**0.0561**	**0.0705**	**0.8806**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.6086**	**171.6086**	**8.4400e-003**		**171.7859**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.6069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**57.9392**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.1198	0.1505	1.8785	4.5300e-003	0.3577	2.8800e-003	0.3606	0.0949	2.6500e-003	0.0975		366.0984	366.0984	0.0180		366.4766
Total	**0.1198**	**0.1505**	**1.8785**	**4.5300e-003**	**0.3577**	**2.8800e-003**	**0.3606**	**0.0949**	**2.6500e-003**	**0.0975**		**366.0984**	**366.0984**	**0.0180**		**366.4766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	57.6069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	1.7480	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**57.9392**	**1.7480**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.1198	0.1505	1.8785	4.5300e-003	0.3577	2.8800e-003	0.3606	0.0949	2.6500e-003	0.0975		366.0984	366.0984	0.0180		366.4766
Total	**0.1198**	**0.1505**	**1.8785**	**4.5300e-003**	**0.3577**	**2.8800e-003**	**0.3606**	**0.0949**	**2.6500e-003**	**0.0975**		**366.0984**	**366.0984**	**0.0180**		**366.4766**

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	28.0274	43.1861	197.1657	0.3638	23.0528	0.5360	23.5888	6.1594	0.4933	6.6527		30,927.9894	30,927.9894	1.3074		30,955.4455
Unmitigated	28.0274	43.1861	197.1657	0.3638	23.0528	0.5360	23.5888	6.1594	0.4933	6.6527		30,927.9894	30,927.9894	1.3074		30,955.4455

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,604.48	3,271.52	2670.08	1,617,019	1,617,019
Fast Food Restaurant with Drive Thru	4,170.00	5,018.11	3771.90	4,456,111	4,456,111
Fast Food Restaurant with Drive Thru	1,080.00	1,299.65	976.90	1,154,101	1,154,101
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	587.24	557.03	270.70	1,023,033	1,023,033
Retirement Community	328.80	337.20	337.20	1,131,761	1,131,761
Total	8,770.52	10,483.51	8,026.78	9,382,024	9,382,024

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
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Retirement Community	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

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	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056
NaturalGas Unmitigated	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056

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					
Fast Food Restaurant with Drive Thru	1149.09	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4436.77	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
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
Retirement Community	4736.23	0.0511	0.4365	0.1857	2.7900e-003		0.0353	0.0353		0.0353	0.0353		557.2034	557.2034	0.0107	0.0102	560.5945
Strip Mall	61.7123	6.7000e-004	6.0500e-003	5.0800e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2603	7.2603	1.4000e-004	1.3000e-004	7.3045
Convenience Market With Gas Pumps	22.3701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Total		**0.1122**	**0.9924**	**0.6527**	**6.1300e-003**		**0.0775**	**0.0775**		**0.0775**	**0.0775**		**1,224.2550**	**1,224.2550**	**0.0235**	**0.0225**	**1,231.7056**

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					
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
Retirement Community	4.73623	0.0511	0.4365	0.1857	2.7900e-003		0.0353	0.0353		0.0353	0.0353		557.2034	557.2034	0.0107	0.0102	560.5945
Strip Mall	0.0617123	6.7000e-004	6.0500e-003	5.0800e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2603	7.2603	1.4000e-004	1.3000e-004	7.3045
Convenience Market With Gas Pumps	0.0223701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Fast Food Restaurant with Drive Thru	1.14909	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4.43677	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
Total		**0.1122**	**0.9924**	**0.6527**	**6.1300e-003**		**0.0775**	**0.0775**		**0.0775**	**0.0775**		**1,224.2550**	**1,224.2550**	**0.0235**	**0.0225**	**1,231.7056**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.3861	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116
Unmitigated	6.8503	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116

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	1.3322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2063					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	0.3118	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543		17.8354	17.8354	0.0179		18.2116
Total	**6.8503**	**0.1166**	**10.0042**	**5.2000e-004**		**0.0543**	**0.0543**		**0.0543**	**0.0543**	**0.0000**	**17.8354**	**17.8354**	**0.0179**	**0.0000**	**18.2116**

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	0.8681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2063					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	0.3118	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543		17.8354	17.8354	0.0179		18.2116
Total	**6.3861**	**0.1166**	**10.0042**	**5.2000e-004**		**0.0543**	**0.0543**		**0.0543**	**0.0543**	**0.0000**	**17.8354**	**17.8354**	**0.0179**	**0.0000**	**18.2116**

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 Vegetation

West Creek Development, Valencia CA

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	3.58	Acre	3.58	155,944.80	0
Fast Food Restaurant with Drive Thru	6.95	1000sqft	1.00	6,950.00	0
Fast Food Restaurant with Drive Thru	1.80	1000sqft	0.50	1,800.00	0
Retirement Community	120.00	Dwelling Unit	3.50	80,197.00	343
Convenience Market With Gas Pumps	16.00	Pump	1.00	4,803.00	0
Strip Mall	13.25	1000sqft	1.00	13,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Mixed-Use development, 10.58 acres, Valencia (Santa Clarita) California.

Land Use - Mixed-use development. "Parking- other asphalt surfaces" accounts for parking and internal streets, assumes approx. 33% site coverage.

Construction Phase - Assumes a 2-year buildout. Architectural coating will occur gradually as buildings/units are completed.

Grading - Cut/Fill estimates provided by project engineer.

Architectural Coating - Low VOC paint per SCAQMD Rule 1113.

Vehicle Trips - Trip rates were derived from the project Traffic Analysis. "Fast Food" trip rates were increased to capture the higher trip rate of the coffee shop.

Woodstoves - Woodstoves/fireplaces are not proposed for this project.

Energy Use -

Water And Wastewater - No septic tanks will be used.

Solid Waste -

Construction Off-road Equipment Mitigation - Assumes standard dust control measures and use of oxidation catalysts on vehicles (20% reduction equiv.)

Area Mitigation - Low VOC based paint to be used per SCAQMD Rule 1113.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstEquipMitigation	OxidationCatalyst	0.00	20.00
tblConstructionPhase	NumDays	20.00	55.00
tblConstructionPhase	NumDays	30.00	35.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	10.00	20.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	102.00	0.00
tblFireplaces	NumberNoFireplace	12.00	0.00
tblFireplaces	NumberWood	6.00	0.00
tblGrading	AcresOfGrading	87.50	10.58
tblGrading	MaterialExported	0.00	9,586.00

tblGrading	MaterialImported	0.00	8,347.00
tblLandUse	LandUseSquareFeet	120,000.00	80,197.00
tblLandUse	LandUseSquareFeet	2,258.80	4,803.00
tblLandUse	LotAcreage	0.04	0.50
tblLandUse	LotAcreage	0.16	1.00
tblLandUse	LotAcreage	24.00	3.50
tblLandUse	LotAcreage	0.05	1.00
tblLandUse	LotAcreage	0.30	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	496.12	600.00
tblVehicleTrips	WD_TR	2.81	2.74
tblWoodstoves	NumberCatalytic	6.00	0.00
tblWoodstoves	NumberNoncatalytic	6.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2016	7.1876	84.7445	57.9643	0.0896	18.2675	3.7330	21.2078	9.9840	3.4343	12.6892	0.0000	9,178.8359	9,178.8359	1.9657	0.0000	9,220.1151
2017	58.0613	30.7211	31.6978	0.0575	2.0684	1.8503	3.9188	0.5538	1.7366	2.2904	0.0000	5,282.4018	5,282.4018	0.7470	0.0000	5,298.0893
Total	**65.2489**	**115.4657**	**89.6621**	**0.1470**	**20.3359**	**5.5833**	**25.1266**	**10.5379**	**5.1709**	**14.9796**	**0.0000**	**14,461.2377**	**14,461.2377**	**2.7127**	**0.0000**	**14,518.2044**

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					
2016	7.1876	69.7818	57.9643	0.0896	7.2470	3.7330	10.1874	3.9263	3.4343	6.6315	0.0000	9,178.8359	9,178.8359	1.9657	0.0000	9,220.1151
2017	58.0613	25.4400	31.6978	0.0575	2.0684	1.8503	3.9188	0.5538	1.7366	2.2904	0.0000	5,282.4018	5,282.4018	0.7470	0.0000	5,298.0893
Total	**65.2489**	**95.2218**	**89.6621**	**0.1470**	**9.3155**	**5.5833**	**14.1062**	**4.4802**	**5.1709**	**8.9219**	**0.0000**	**14,461.2377**	**14,461.2377**	**2.7127**	**0.0000**	**14,518.2044**

	ROG	**NOx**	**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**	**17.53**	**0.00**	**0.00**	**54.19**	**0.00**	**43.86**	**57.49**	**0.00**	**40.44**	**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	6.8503	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116
Energy	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056
Mobile	29.4815	44.9770	212.9203	0.3461	23.0528	0.5418	23.5946	6.1594	0.4987	6.6581		29,449.2358	29,449.2358	1.3103		29,476.7517
Total	**36.4440**	**46.0859**	**223.5771**	**0.3527**	**23.0528**	**0.6737**	**23.7265**	**6.1594**	**0.6305**	**6.7899**	**0.0000**	**30,691.3262**	**30,691.3262**	**1.3517**	**0.0224**	**30,726.6690**

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	6.3861	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116
Energy	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056
Mobile	29.4815	44.9770	212.9203	0.3461	23.0528	0.5418	23.5946	6.1594	0.4987	6.6581		29,449.2358	29,449.2358	1.3103		29,476.7517
Total	**35.9798**	**46.0859**	**223.5771**	**0.3527**	**23.0528**	**0.6737**	**23.7265**	**6.1594**	**0.6305**	**6.7899**	**0.0000**	**30,691.3262**	**30,691.3262**	**1.3517**	**0.0224**	**30,726.6690**

	ROG	NOx	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	**1.27**	**0.00**	**0.00**	**0.00**	**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	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/29/2016	3/17/2016	5	35	
3	Building Construction	Building Construction	3/18/2016	5/11/2017	5	300	
4	Paving	Paving	5/12/2017	7/20/2017	5	50	
5	Architectural Coating	Architectural Coating	7/21/2017	10/5/2017	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10.58

Acres of Paving: 0

Residential Indoor: 162,399; Residential Outdoor: 54,133; Non-Residential Indoor: 274,122; Non-Residential Outdoor: 91,374 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,198.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	161.00	43.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8251	200.8251	0.0110		201.0556
Total	**0.0766**	**0.1029**	**1.0764**	**2.3900e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**200.8251**	**200.8251**	**0.0110**		**201.0556**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	5.0771	43.7059	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**43.7059**	**41.1053**	**0.0391**	**7.0458**	**2.9387**	**9.9845**	**3.8730**	**2.7036**	**6.5766**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8251	200.8251	0.0110		201.0556
Total	**0.0766**	**0.1029**	**1.0764**	**2.3900e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**200.8251**	**200.8251**	**0.0110**		**201.0556**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4006	0.0000	6.4006	3.3536	0.0000	3.3536			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**6.4006**	**3.5842**	**9.9848**	**3.3536**	**3.2975**	**6.6511**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6230	9.8164	7.6309	0.0252	0.5963	0.1469	0.7432	0.1633	0.1351	0.2984		2,540.7161	2,540.7161	0.0185		2,541.1045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0851	0.1144	1.1960	2.6500e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		223.1390	223.1390	0.0122		223.3952
Total	**0.7081**	**9.9308**	**8.8269**	**0.0279**	**0.8198**	**0.1488**	**0.9686**	**0.2226**	**0.1368**	**0.3594**		**2,763.8551**	**2,763.8551**	**0.0307**		**2,764.4997**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.4962	0.0000	2.4962	1.3079	0.0000	1.3079			0.0000			0.0000
Off-Road	6.4795	59.8510	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**59.8510**	**49.1374**	**0.0617**	**2.4962**	**3.5842**	**6.0805**	**1.3079**	**3.2975**	**4.6054**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6230	9.8164	7.6309	0.0252	0.5963	0.1469	0.7432	0.1633	0.1351	0.2984		2,540.7161	2,540.7161	0.0185		2,541.1045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0851	0.1144	1.1960	2.6500e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		223.1390	223.1390	0.0122		223.3952
Total	**0.7081**	**9.9308**	**8.8269**	**0.0279**	**0.8198**	**0.1488**	**0.9686**	**0.2226**	**0.1368**	**0.3594**		**2,763.8551**	**2,763.8551**	**0.0307**		**2,764.4997**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3937	3.8287	5.1481	9.2900e-003	0.2687	0.0613	0.3300	0.0765	0.0563	0.1329		930.3886	930.3886	6.9300e-003		930.5342
Worker	0.6852	0.9208	9.6278	0.0214	1.7996	0.0150	1.8146	0.4773	0.0138	0.4911		1,796.2692	1,796.2692	0.0982		1,798.3310
Total	**1.0789**	**4.7495**	**14.7759**	**0.0307**	**2.0683**	**0.0763**	**2.1446**	**0.5538**	**0.0702**	**0.6240**		**2,726.6578**	**2,726.6578**	**0.1051**		**2,728.8652**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	22.8051	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**22.8051**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3937	3.8287	5.1481	9.2900e-003	0.2687	0.0613	0.3300	0.0765	0.0563	0.1329		930.3886	930.3886	6.9300e-003		930.5342
Worker	0.6852	0.9208	9.6278	0.0214	1.7996	0.0150	1.8146	0.4773	0.0138	0.4911		1,796.2692	1,796.2692	0.0982		1,798.3310
Total	**1.0789**	**4.7495**	**14.7759**	**0.0307**	**2.0683**	**0.0763**	**2.1446**	**0.5538**	**0.0702**	**0.6240**		**2,726.6578**	**2,726.6578**	**0.1051**		**2,728.8652**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3596	3.4842	4.8873	9.2800e-003	0.2688	0.0546	0.3235	0.0766	0.0503	0.1268		915.3146	915.3146	6.7100e-003		915.4556
Worker	0.6146	0.8313	8.6814	0.0214	1.7996	0.0145	1.8141	0.4773	0.0134	0.4906		1,727.2819	1,727.2819	0.0906		1,729.1847
Total	**0.9742**	**4.3155**	**13.5687**	**0.0306**	**2.0684**	**0.0691**	**2.1375**	**0.5538**	**0.0636**	**0.6174**		**2,642.5965**	**2,642.5965**	**0.0973**		**2,644.6403**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	21.1245	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**21.1245**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3596	3.4842	4.8873	9.2800e-003	0.2688	0.0546	0.3235	0.0766	0.0503	0.1268		915.3146	915.3146	6.7100e-003		915.4556
Worker	0.6146	0.8313	8.6814	0.0214	1.7996	0.0145	1.8141	0.4773	0.0134	0.4906		1,727.2819	1,727.2819	0.0906		1,729.1847
Total	**0.9742**	**4.3155**	**13.5687**	**0.0306**	**2.0684**	**0.0691**	**2.1375**	**0.5538**	**0.0636**	**0.6174**		**2,642.5965**	**2,642.5965**	**0.0973**		**2,644.6403**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0573	0.0775	0.8088	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9269	160.9269	8.4400e-003		161.1042
Total	**0.0573**	**0.0775**	**0.8088**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9269**	**160.9269**	**8.4400e-003**		**161.1042**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9074	16.2371	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1876					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0950**	**16.2371**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0573	0.0775	0.8088	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9269	160.9269	8.4400e-003		161.1042
Total	**0.0573**	**0.0775**	**0.8088**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9269**	**160.9269**	**8.4400e-003**		**161.1042**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.6069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**57.9392**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.1222	0.1652	1.7255	4.2400e-003	0.3577	2.8800e-003	0.3606	0.0949	2.6500e-003	0.0975		343.3107	343.3107	0.0180		343.6889
Total	**0.1222**	**0.1652**	**1.7255**	**4.2400e-003**	**0.3577**	**2.8800e-003**	**0.3606**	**0.0949**	**2.6500e-003**	**0.0975**		**343.3107**	**343.3107**	**0.0180**		**343.6889**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	57.6069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	1.7480	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**57.9392**	**1.7480**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.1222	0.1652	1.7255	4.2400e-003	0.3577	2.8800e-003	0.3606	0.0949	2.6500e-003	0.0975		343.3107	343.3107	0.0180		343.6889
Total	**0.1222**	**0.1652**	**1.7255**	**4.2400e-003**	**0.3577**	**2.8800e-003**	**0.3606**	**0.0949**	**2.6500e-003**	**0.0975**		**343.3107**	**343.3107**	**0.0180**		**343.6889**

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	29.4815	44.9770	212.9203	0.3461	23.0528	0.5418	23.5946	6.1594	0.4987	6.6581		29,449.2358	29,449.2358	1.3103		29,476.7517
Unmitigated	29.4815	44.9770	212.9203	0.3461	23.0528	0.5418	23.5946	6.1594	0.4987	6.6581		29,449.2358	29,449.2358	1.3103		29,476.7517

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	2,604.48	3,271.52	2670.08	1,617,019	1,617,019
Fast Food Restaurant with Drive Thru	4,170.00	5,018.11	3771.90	4,456,111	4,456,111
Fast Food Restaurant with Drive Thru	1,080.00	1,299.65	976.90	1,154,101	1,154,101
Other Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	587.24	557.03	270.70	1,023,033	1,023,033
Retirement Community	328.80	337.20	337.20	1,131,761	1,131,761
Total	8,770.52	10,483.51	8,026.78	9,382,024	9,382,024

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
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Retirement Community	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

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	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056
NaturalGas Unmitigated	0.1122	0.9924	0.6527	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,224.2550	1,224.2550	0.0235	0.0224	1,231.7056

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					
Fast Food Restaurant with Drive Thru	1149.09	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4436.77	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
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
Retirement Community	4736.23	0.0511	0.4365	0.1857	2.7900e-003		0.0353	0.0353		0.0353	0.0353		557.2034	557.2034	0.0107	0.0102	560.5945
Strip Mall	61.7123	6.7000e-004	6.0500e-003	5.0800e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2603	7.2603	1.4000e-004	1.3000e-004	7.3045
Convenience Market With Gas Pumps	22.3701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Total		**0.1122**	**0.9924**	**0.6527**	**6.1300e-003**		**0.0775**	**0.0775**		**0.0775**	**0.0775**		**1,224.2550**	**1,224.2550**	**0.0235**	**0.0225**	**1,231.7056**

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					
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
Retirement Community	4.73623	0.0511	0.4365	0.1857	2.7900e-003		0.0353	0.0353		0.0353	0.0353		557.2034	557.2034	0.0107	0.0102	560.5945
Strip Mall	0.0617123	6.7000e-004	6.0500e-003	5.0800e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		7.2603	7.2603	1.4000e-004	1.3000e-004	7.3045
Convenience Market With Gas Pumps	0.0223701	2.4000e-004	2.1900e-003	1.8400e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		2.6318	2.6318	5.0000e-005	5.0000e-005	2.6478
Fast Food Restaurant with Drive Thru	1.14909	0.0124	0.1127	0.0946	6.8000e-004		8.5600e-003	8.5600e-003		8.5600e-003	8.5600e-003		135.1871	135.1871	2.5900e-003	2.4800e-003	136.0098
Fast Food Restaurant with Drive Thru	4.43677	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331		521.9724	521.9724	0.0100	9.5700e-003	525.1491
Total		**0.1122**	**0.9924**	**0.6527**	**6.1300e-003**		**0.0775**	**0.0775**		**0.0775**	**0.0775**		**1,224.2550**	**1,224.2550**	**0.0235**	**0.0225**	**1,231.7056**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.3861	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116
Unmitigated	6.8503	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543	0.0000	17.8354	17.8354	0.0179	0.0000	18.2116

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	1.3322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2063					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	0.3118	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543		17.8354	17.8354	0.0179		18.2116
Total	**6.8503**	**0.1166**	**10.0042**	**5.2000e-004**		**0.0543**	**0.0543**		**0.0543**	**0.0543**	**0.0000**	**17.8354**	**17.8354**	**0.0179**	**0.0000**	**18.2116**

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	0.8681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2063					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	0.3118	0.1166	10.0042	5.2000e-004		0.0543	0.0543		0.0543	0.0543		17.8354	17.8354	0.0179		18.2116
Total	**6.3861**	**0.1166**	**10.0042**	**5.2000e-004**		**0.0543**	**0.0543**		**0.0543**	**0.0543**	**0.0000**	**17.8354**	**17.8354**	**0.0179**	**0.0000**	**18.2116**

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 Vegetation