CITY OF ANAHEIM
NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that the City of Anaheim is considering a recommendation that the project herein identified will have no significant environmental impact in compliance with Section 15070 of State CEQA guidelines. A copy of the **NEGATIVE DECLARATION** and the **INITIAL STUDY** which supports the proposed findings are on file at the City of Anaheim.

Project Title and File Number: Anaheim Way General Plan Amendment and Reclassification
GPA2014-00496 and RCL2014-00269

Project Applicant: City of Anaheim

Project Contact Person: Elaine Thienprasiddhi **Telephone Number:** 714-765-4568

Project Location: The proposed Project is located at 1710 – 1730 S. Anaheim Way, approximately 530 feet south of the centerline of Anaheim Boulevard.

Project Description: To amend the General Plan Land Use designation from Parks to Industrial for an industrial property previously proposed as a park site; remove the Park designation from figures in the General Plan Land Use, Circulation and Green Elements; and, rezone two of the four parcels from the Commercial (C-G) zone to Industrial (I) zone. No construction is currently proposed for the site. However, under the Industrial zone, the maximum allowable building on the site would be 153,766 square feet, based on the allowable floor area ratio (FAR) of 0.50.

INFORMATION AVAILABLE: Copies of the draft **NEGATIVE DECLARATION** and other project information are available for your review at the Planning Department, 200 S. Anaheim Boulevard, Anaheim, 92805 (City Hall).

ENVIRONMENTAL IMPACT: The project would have no impacts on the physical environment and no mitigation measures are required.

CITIZEN INVOLVEMENT: You are invited to attend a meeting to be held by the City of Anaheim **Planning Commission** on **August 11, 2014** at **5:00**, in the City council Chambers, at the City Hall, 200 S. Anaheim Boulevard, Anaheim, 92805. Written comments on the draft **NEGATIVE DECLARATION** will be received by the City from July 22, 2014 to August 11, 2014.

CASE NUMBER: GPA2014-00496 and RCL2014-00269
NOTICE DATE: July 22, 2014
COUNTY CLERK FILING DATE: July 22, 2014

Associate Planner 7/17/14
Signature/Title/Date

City of Anaheim, P. O. Box 3222, Anaheim, CA 92803

CITY OF ANAHEIM
NEGATIVE DECLARATION

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STAFF CONTACT:	Elaine Thienprasiddhi	**PHONE:** (714) 765-4568
NAME OF PROPERTY OWNER:	City of Anaheim	**PHONE:** (714) 765-5160
ADDRESS:	201 S. Anaheim Blvd. Anaheim, CA	**ZIP CODE:** 92805
AGENT'S NAME (if applicable):		**PHONE:**
		ZIP CODE:
AGENT'S ADDRESS:		

The Initial Study, as attached and made part of this Negative Declaration, indicates that the above project will have no significant individual or cumulative adverse impact on the environment.

___ The mitigation measures identified in Mitigation Monitoring Plan No. ___ have been included in the project to avoid potentially significant effects.

XX No mitigation measures have been identified for this project.

Therefore, the above project is recommended for exemption from the requirement to prepare an Environmental Impact Report pursuant to the provisions of the California Environmental Quality Act.

Authorized Signature – Planning Department

7/7/14
Date

A CITY OF ANAHEIM
ENVIRONMENTAL CHECKLIST FORM

Form Revision Date: 8/29/2011

CASE NO.: GPA2014-00496, RCL2014-00269 **SITE ADDRESS:** 710 – 730 S. Anaheim Way

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetic/Visual	☐ Agricultural & Forestry	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the City)

On the basis of this initial evaluation:

☑ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

[signature] 7/17/14

Signature of City of Anaheim Representative Date

Elaine Thienprasiddhi, Associate Planner 714.765.4568

Printed Name/Title Phone No.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

2) A list of "Supporting Information Sources" must be attached and other sources used or individuals contacted should be cited in the Narrative Summary for each section.

3) Response Column Heading Definitions:

   a) **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

   b) **Potentially Significant Unless Mitigation Incorporated** applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.

   c) **Less Than Significant Impact** applies where the project creates no significant impacts, only Less Than Significant impacts.

   d) **No Impact** applies where a project does not create an impact in that category. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project falls outside of a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

4) Earlier analyses may be used where, pursuant to a tiering, program EIR, Master EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15062(c)(3)(D)). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

5) Incorporate into the checklist any references to information sources for potential impacts (e.g., the General Plan, zoning ordinance). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

6) The explanation of each issue should identify:

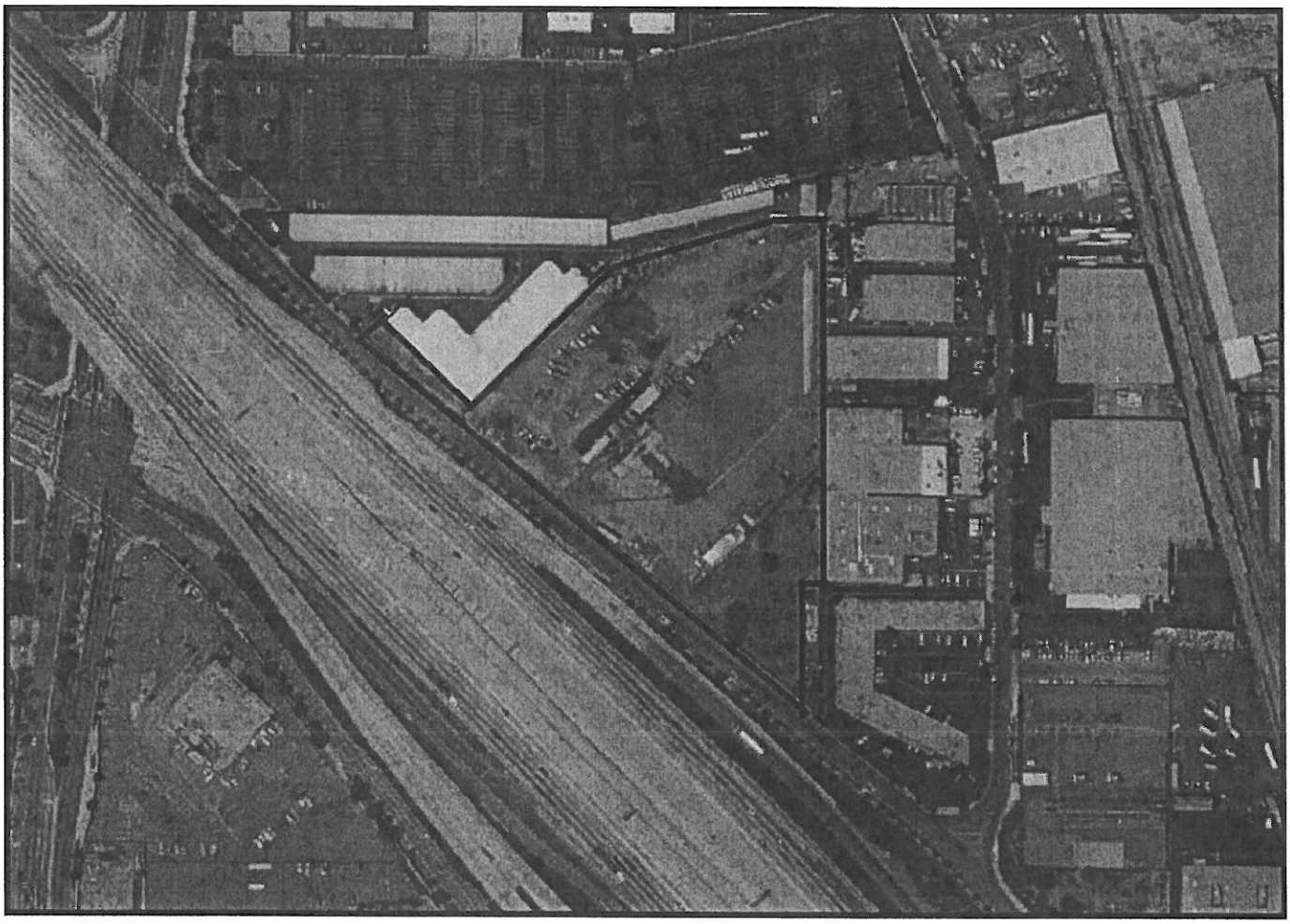
   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Project Setting: The proposed Project site is comprised of four parcels totaling 7.05 acres in size. It is currently flat and mostly undeveloped. Portions of the site are paved and being utilized for parking trucks and other equipment. This site is located within an area that is predominantly industrial. A self-storage facility is located to the north of the site, industrial and commercial uses are located to the east of the site, and Interstate 5 (I-5) is located to the west of the site. The site is accessible from Anaheim Way, a "one way" street that connects Katella Avenue to Anaheim Boulevard.

The site currently has a General Plan Designation of Parks (OS-P) and two different Zoning designations: General Commercial (C-G) and Industrial (I). Figure 1, Aerial Photo, shows the existing site and its surroundings.

Figure 1. Aerial Photo



Project History: The proposed Project site was designated for open space/recreational use to serve the Platinum Triangle. However, however due to recent Federal and State legislation, the subject site is no longer viable for recreational uses due to its close proximity to I-5 Freeway.

Project Description: The proposed project would rezone and redesignate the project site Industrial to allow industrial and/or warehouse use. Upon approval of the project, the site would be designated Industrial (I) by the General Plan and the majority of the site would be Zoned Industrial (I). The smallest parcel, located between

Anaheim Way and the self-storage facility, would maintain the existing zoning of General Commercial (CG). It is anticipated that the self-storage facility would acquire this property; it is too small to develop otherwise.

No construction is currently proposed for the site. However, under the Industrial zone, the maximum allowable building on the site would be 153,766 square feet, based on the allowable floor area ratio (FAR) of 0.50.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑
Narrative Summary (a – d): No Impact. The proposed project involves the rezoning and redesignation of an approximately seven-acre parcel to Industrial. The project site is flat, undeveloped, and located in an area adjacent to other industrial uses. The project site is not located in a scenic vista and does not contain any eligible scenic resources. The proposed rezoning and redesignation of the site to Industrial would ensure any future uses would be compatible visually with surrounding industrial uses. No significant sources of lighting would be added as a result of the rezoning of the parcel and subsequent construction of an industrial building. No impacts would occur.				
II. AGRICULTURE & FOREST RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑
Narrative Summary (a – e): No Impact. The project site is identified as "urban and built-up land" on the most recent Farmland Mapping and Monitoring Program map for Orange county. The project site and surrounding areas do not contain agricultural uses or related operations. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur. No agricultural zoning is present in the surrounding area and no nearby lands are enrolled under the Williamson Act. As such, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur.				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑

Narrative Summary: No Impact. The project site is located in the Southern California Air Basin (SoCAB). The SoCAB has been designated as a non-attainment area as the area does not meet National Ambient Air Quality Standards (NAAQS) for certain pollutants regulated under the Federal Clean Air Act (CAA). The SoCAB fails to meet national standards for ozone (O_3) and particulate matter (PM_{10} and $PM_{2.5}$), and is therefore considered a Federal non-attainment area for these pollutants. The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in non-attainment.

The project would be subject to the SCAQMD's 2012 Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Orange County and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG prepared the Regional Transportation Plan (RTS), which forms the basis of the land use and transportation portions of the AQMP. SCAG's TRP is utilized in the preparation of the air quality forecasts and the air quality consistency analysis that is included in the AQMP.

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The 2012 AQMP incorporates SCAG's RTP socioeconomic forecast projections of regional population growth as the project is consistent with the growth anticipated under the City's General Plan. Because the project is consistent with the projections in the AQMP, it can be concluded that the project would be consistent with the projections in the AQMP. Based on the above discussion, implementation of the project would result in no significant impact related to implementation of the applicable air quality plans.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☑	☐

Narrative Summary: Less Than Significant Impact. The project is located within the South Coast Air Quality Basin, which is characterized by relatively poor air quality and is a Federal and State designated nonattainment area for O_3 (ozone), $PM_{2.5}$ (particulate matter), and PM_{10} (particulate matter). SCAQMD has established significance thresholds for both construction and operational activities relative to these criteria pollutants.

- General construction activities, such as site preparation, grading, and travel by construction workers can contribute to air pollutants. All construction activities shall comply with SCAQMD Rule 403 regarding the control of fugitive dust emissions and existing City of Anaheim dust suppression practices that minimize dust and other emissions through frequent watering of the site, street sweeping, suspending grading and excavation activities in high winds (25 mph or more), and a traffic control plan to minimize traffic flow interference from construction activities, etc., that will be incorporated into the construction plans. Additionally, the developer/contractor would be required to ensure that all construction equipment is property tuned and maintained in order to decrease the impact of diesel emissions.

- Operational related impacts are typically associated with emissions produced from project-generated vehicle trips. The rezoning would allow for a future industrial project and would generate the amount of vehicle trips addressed in the General Plan.

Construction Impacts

Although no development project is currently proposed in conjunction with the proposed project, the proposed rezoning/redesignation would allow for a future industrial project by right. Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM10 and PM2.5) and exhaust emissions from heavy construction vehicles, in addition to ROG that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of demotion, site preparation grading, erection of the proposed buildings, paving and architectural coating. In order to accurately portray the emissions of the projects, modeling was completed using the maximum size of the building of approximately 154,000 square feet that could be constructed on the site under the allowable floor area ratio (FAR).

The site preparation phase would involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. For the purposes of modeling, it was assumed that the project would comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in the California Emissions Estimator Model (CalEEMod) calculations for the site preparation and grading phases of construction.

Pollutant emissions resulting from Project construction activities were calculated using the CalEEMod model (Appendix A). Construction emissions are based on conservative assumptions, which imply a default equipment mix and a worst-case construction schedule. As shown in Table 1, Project-Related Construction and Operational Emissions, the incremental increase in emissions from Project construction activities fall well below SCAQMD significance thresholds for regional emissions. As such, impacts on Air Quality would be less than significant. Regional emissions refer to the ambient conditions surrounding the site. Details of this analysis are available in Appendix A.

Operational Impacts

The Project's incremental increase in regional emissions resulting from operation of the Project would not exceed any SCAQMD thresholds. Mobile source emission calculations utilize the vehicle miles traveled (VMT) rate calculated by CalEEMod, based on the specific proposed land use and intensity. The daily VMT rate is based on the number of daily trips for each land use and applied to a commute percentage and an average trip length, both of which are land use specific values derived from CalEEMod. These values account for variations in trip frequency and length associated with commuting to and from the Project. Emission factors specific to the buildout year are projected based on SoCAB-specific fleet turnover rates and the impact of future emission standards and fuel efficiency standards. The increase in the consumption of fossil fuels to provide power, heat, and ventilation was considered in the calculations as stationary point source emissions. Future fuel consumption rates are estimated based on land use specific energy consumption rates. The emission factors used in this analysis represent a State-wide average of known power producing facilities, utilizing various technologies and emission control strategies, and do not take into account any unique emissions profile. At this time, these emission factors are considered conservative and representative. Area source emissions were calculated by CalEEMod and include emissions from natural gas and landscape fuel combustion, consumer products, and architectural coatings (future maintenance). As shown in Table 1, the operational emissions pollutant concentrations resulting from Project operation would not exceed SCAQMD thresholds. Therefore, air quality impacts would be less than significant.

Table 1 Project-Related Construction and Operational Emissions
Mass Daily Thresholds
(pounds per day)

	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions						
SCQMD Threshold	75	100	550	150	150	55
2014 Project Emissions	38	66	52	.08	16	10
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Operational Emissions						
SCAQMD Threshold	55	55	550	150	150	55
Project Emissions	9	18	72	.1	10	3
Exceed Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source of emissions: CalEEMod 2013.2.2
Source of thresholds: SCAQMD

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. Any project which contributes a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment would result in a cumulatively significant impact. The regional emissions calculated for the Project are less than the applicable SCAQMD thresholds, which are designed to assist the SoCAB in attaining the applicable State and Federal ambient air quality standards. These standards apply to both primary (criteria and precursor) and secondary pollutants (O_3). Although the Project site is located in a region that is in non-attainment for O_3, PM_{10} and $PM_{2.5}$, the emissions associated with the Project would not be cumulatively considerable as the emissions would be below SCAQMD thresholds. Therefore, the Project will not contribute to a cumulatively considerable impact of any criteria pollutant and impacts would be less than significant. No significant impacts would occur.				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
Narrative Summary: No Impact. The proposed Project is located in an industrial area. There are no sensitive receptors in the immediate vicinity of the project site. SCAQMD's localized significance thresholds (LSTs) represent the maximum emissions from a project that are not expected to cause or contribute to an exceedence of the most stringent applicable Federal and State standards. The incremental increase in emissions from construction activities associated with the Project would be below SCAQMD LSTs. In addition, construction of the Project would comply with SCAQMD Rule 403 requirements for dust suppression, which would limit emissions of particulate matter. Therefore, construction and operation of the Project is not expected to cause or contribute to a significant increase in the concentration of criteria pollutants. Impacts to sensitive receptors would be less than significant. No significant impacts would occur.				
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑
Narrative Summary: No Impact. No objectionable odors affecting a substantial number of people are expected as a result of either grading or construction of the project. Although construction equipment and vehicles associated with the development of the site may produce exhaust emissions, any potential resulting odor would be intermittent, temporary and less than significant in nature.				
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☑
Narrative Summary (a – f): No Impact. The proposed project site is disturbed and located in an area developed with industrial uses. There are no candidate, sensitive or special status species on the site. The project site does not contain and is not adjacent to any riparian habitat or other sensitive natural community. There are no wetlands on or near the project site. The site is entirely surrounded by existing industrial development and offers no opportunities to contribute to a habitat linkage of any kind. Therefore, the project would not interfere with the movement of native resident or migratory fish or wildlife species. The project does not conflict with ordinances protecting biological resources and no impact would occur in this regard. Any future industrial project would be an extension of existing industrial uses surrounding the property. Lastly, the project site is not located in the Orange County Central and Coastal Natural Community Natural Community Conservation Plan/Habitat Conservation Plan area. No impact to biological resources would occur.				
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑
Narrative Summary (a – d): No Impact. The project site is currently vacant, but disturbed. The site is located in an urbanized setting with surrounding industrial uses. The site does not include any historical resources identified in the Anaheim Citywide Historic Preservation Plan (May 18, 2010). There are no known archaeological resources at the project site or vicinity. Therefore, no impacts to archaeological resources are anticipated. The project site is flat and urbanized and no unique paleontological or unique geologic resources/features exist. Therefore, implementation of the proposed project would not destroy a unique paleontological resource or site or unique geologic feature. Any future industrial project is not expected to disturb any human remains, including those interred outside formal cemeteries. In the event that any cultural, paleontological, or unique geological resources are found during grading operations, work would be halted and a qualified archeologist-paleontologist-geologist would be contracted to assess the find and make appropriate recommendations. This requirement will be placed on the cover of the grading plans to ensure compliance. No impacts would occur.				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☐	☑

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Narrative Summary (a i and ii): No Impact. There are no known active earthquake faults or Alquist-Priolo Earthquake Fault Zones that traverse the City. While no active or potentially active faults traverse the City, the entire Southern California region is considered to be seismically active. The City is located between two major active fault zones: the Newport-Inglewood fault zone and the Whittier-Elsinore fault zone. The Newport-Inglewood fault passes within seven miles of the western limits of the City. It is considered capable of generating an earthquake with a magnitude of 6.9 on the Richter scale. The Whittier-Elsinore fault passes within one mile of the northeastern end of the City and is capable of generating an earthquake with a magnitude of 6.8 on the Richter scale. In light of this, all new structures at the project site would be constructed to the standards prescribed by the California Building Code (CBC), as amended by the City of Anaheim, in order to reduce any risks associated with seismic activity. No impacts would occur.				
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
Narrative Summary (a iii and iv): No Impact. The project site is not subject to liquefaction or landslide potential as identified by the State of California Seismic Hazard Zones Map (Los Alamitos Quadrangle March 25, 1999). This site would be evaluated and a geotechnical report would be prepared to address any liquefaction potential and appropriate construction methods for the site upon site development. Development of the site would comply with the State of California's Special Publication 117A, which provides guidelines for developing in seismically sensitive areas. No impacts would occur.				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. Because the proposed project would eventually involve grading and construction activities that would occur on flat ground, there would be substantial soil erosion of loss of topsoil. However, all construction and grading activity would comply with the City of Anaheim's existing ordinances and policies, including those aimed at erosion control. Although implementation of the project would result in changes to the site's existing grade, the substantial loss of topsoil or erosion would not occur. In addition, upon completion of any future industrial project, the site would be completely developed, which would reduce the potential for erosion. Impacts would be less than significant.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. The project site is not subject to liquefaction potential as identified by the State of California Seismic Hazard Zones Map (Los Alamitos Quadrangle March 25, 1999). A geotechnical report would be prepared to address soil conditions, including the potential for unstable soils, liquefaction, lateral spreading or collapse, prior to development of the site with an industrial use. In addition, development would comply with the State of California's Special Publication 117A, which provides guidelines for developing in seismically sensitive areas. Impacts would be less than significant.				
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial risks to life or property?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. As indicated in responses c) and d) above, a geotechnical report would be prepared to address soil conditions on the site prior to any project development on the site. In addition, the site would be developed in compliance with the State of California's Special Publication 17A, which provides guidelines for developing in seismically sensitive areas. Impacts would be less than significant.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑
Narrative Summary: No Impact. The project would tie into the existing sewer system. Septic tanks or alternative wastewater disposal systems would not be construction on this site. No impacts would occur.				
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Narrative Summary: Less Than Significant Impact. Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHSs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (Cal EPA 2006).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, earth's surface would be about 34 degrees cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond naturally occurring concentrations.

Temporary Construction Emissions

The California Emissions Estimator Model (CalEEMod) was used to calculate emissions associated with Project construction. Based on modeling results shown in Table 2 (see also Appendix A), the proposed Project would generate an estimated maximum of 268 metric tons of Carbon Dioxide Equivalent (CDE)[1] per year during construction.

Operational Emissions

CalEEMod was used to calculate GHG emissions resulting from operation of the proposed Project (see Appendix A). As shown in Table 2, the proposed Project would generate an estimated maximum of 495 metric tons of CDE per year of operation.

Table 2 – Greenhouse Gas Emissions

Emission Source	CO_2e (Metric Tons)
Construction	268
Annual Operations	495
Total	763
Less than 3,000* tons CO_2e?	**Yes**

**3,000 tons CO_2e is the threshold established by SCAQMD's Proposed Tier 3 Screening Levels.*

The City of Anaheim has not adopted any GHG emissions thresholds that apply to land use projects and has not adopted a GHG emissions reduction plan. Therefore, the proposed Project is evaluated based on the SCAQMD's recommended/preferred threshold for residential projects of 3,000 metric tons CO_2E per year (SCAQMD, September 2010).

Although the Project would generate additional GHG emissions beyond existing conditions, because the total amount of GHG emissions would be lower than the threshold of 3,000 metric tons per year, impacts from GHG emissions would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

[1] *Carbon dioxide equivalent (CDE or CO_2E) is a quantity that describes, for a given mixture and amount of GHG, the amount of CO_2 *usually in metric tons) that would have the same global warming potential (GWP) when measured over a specified time scale (generally 100 years)*

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Narrative Summary: Less Than Significant Impact. GHG emission reduction strategies that were prepared by the California EPA (CalEPA) Climate Action Team (CAT) and measures suggested by the Attorney General have been used as a benchmark for significance and qualitative consideration. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of Executive Order S-3-05 (http://www.climatechange.ca.gov).

The Attorney General's Greenhouse Gas Reduction Report was prepared in 2008 by the California Attorney General's Office. This report specifies measures that may reduce global warming related impacts at the individual project level. As appropriate, the measures can be included as design features of a project, required changes to the project, or imposed as mitigation.

Some of the CAT strategies and measures suggested by the Attorney General's Greenhouse Gas Reduction Report are listed below. Several of these actions are already ready required by California regulations.

California Air Resources Board

- Vehicle Climate Change Standards (AB 143)
- Diesel anti-idling
- Use of alternative fuels (ethanol)
- Heavy-duty vehicle emission reduction measures
- Achieving 50% of the statewide recycling goal (AB 939)
- Zero waste – high recycling

Department of Water Resources

- Water use efficiency

Energy Commission

- Building energy efficiency standards in place and in progress
- Appliance energy efficiency standards in place and in progress

The Attorney General Greenhouse Gas Reduction Measures are listed below. Many of these overlap with the strategies and measures listed above and are not repeated in this list.

Transportation-Related Measures

- Transportation emissions reduction
- Solid waste reduction strategy
- Water use efficiency

Consistent with these standards and measures, onsite development would reduce wasteful, inefficient and unnecessary consumption of energy and utilize alternative fuels by complying with requirements of the California Building Standards Code – California Energy Code. In addition, the City of Anaheim meets all of the recommendations of AB 939, which reduces waste flows to landfills.

The proposed Project would be consistent with CAT and Attorney General strategies. GHG emissions generated by the proposed Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of onsite development to cumulative global climate change impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. During grading and construction activities, the contractor would be required to comply with Chapter 10.09 of the Anaheim Municipal Code, which prohibits the active or passive discharge or disposal of soil or construction debris into the storm drain. Additionally, the owner/contractor is required to comply with the current version of the State's General Construction Permit, which requires the development and implementation of a Stormwater Pollution Prevention Plan. This Plan addresses the prevention or elimination of potential pollutants associated with all applicable types of construction related materials and wastes onsite. During the operational phase of the project, treatment control BMPs (currently identified as infiltration onsite) would be implemented to remove pollutants generated to the maximum extent practicable as defined in the County's Drainage Area Management Plan. Conformance with the three aforementioned requirements would reduce any anticipated impacts to a less than significant level.				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. The type and amount of hazardous materials to be used on site would be typical of those used for a typical industrial business. This may include the use and storage of potentially hazardous materials in the form of cleaning solvents, painting supplies, or other industrial-related chemicals. Construction of the proposed project could also involve the use of potentially hazardous materials such as vehicle fluids, oils, and transmission fluids. However, its assumed that all potentially hazardous materials would be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, construction and operation of the project would result in a less than significant impact with regard to routine transport, use, or disposal of hazardous materials relative to the safety of the public or the environment.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
Narrative Summary: No Impact. No schools are located within ¼-mile of the proposed project site. No impacts to school would occur as a result of the proposed project.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
Narrative Summary: No Impact. The project site is not listed on the Envirostor database (http://www.envirostor.dtsc.ca.gov/public/), which is maintained by the California Department of Toxic Substances Control. No impacts would occur.				
e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
Narrative Summary: No Impact. The project site is not located within the Los Alamitos Joint Forces Training Base or Fullerton Municipal Airport airport influence areas. Therefore, the project would not result in undue exposure to airport related hazards. In addition, due to the project site's distance from the airport and the infrequency of flight activity over the site, no impacts would occur.				
f) For a project within the vicinity of a private airstrip, heliport or helistop, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
Narrative Summary: No Impact. The project site is not located within the immediate vicinity of any private airstrip, heliport or helistop. No impacts would occur.				

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
Narrative Summary: No Impact. The proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project site is located within an established industrial area with established emergency and evacuation routes. No impacts would occur.				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑
Narrative Summary: No Impact. The proposed project is not located within a designated high risk widland fire area. The site is located within an established industrial area that is built out with urbanized uses. No wildland areas exist in the immediate vicinity of the site. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impacts would occur.				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐
f) Otherwise substantially degrade water quality?	☐	☐	☑	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Narrative Summary (a – f): Less Than Significant Impact. **Water Quality** Grading and construction associates with future residential development on the project site would result in temporary disturbance of surface soils, which could potentially result in erosion and sedimentation on site. Erosion and sedimentation are major visible water quality impacts attributable to construction activities. Any stockpiles an excavated areas would be susceptible to high rates of erosion from wind and rain and, if not manage properly, could result in increased sedimentation in local drainage ways. During grading and construction activities, the contractor would be required to comply with Chapter 10.09 of the Anaheim Municipal Code, which prohibits the active or passive discharge or disposal of soil or construction debris into the storm drain. Additionally, the owner/contractor would be required to comply with the current version of the State's General Construction Permit, which requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Prior to approval of any Project on the site, the applicant would be required to submit a Preliminary Water Quality Management Plan (WQMP) consistent with the requirements of the Orange county Drainage Area Management Plan (DAMP) for New Development. During construction, Best Management Practices (BMPs) would be implemented to remove pollutants generated to the maximum extent practicable as defined in the DAMP. Conformance with the aforementioned requirements would reduce any anticipated impacts to a less than significant level. **Groundwater Supplies, Streams and Rivers** The volume of local water supply needed to support an industrial development is not substantial. Therefore, the production rates of local wells would not be measurably affected. Although the project would increase the amount of impervious surface area on the project site, development would not result in a significant deficit in aquifer volume or a lowering of the local groundwater table level. In addition, no streams or rivers are located within the project area, and therefore, implementation of the project would not result in substantial erosion or siltation. No significant impacts would occur. **On-Site Drainage** On-site drainage improvements proposed in conjunction with future industrial development of the site would be required to meet the City's and Orange County Flood control District's flood control criteria including design discharges, design/construction standards and maintenance features. All new development projects in the City are also required to include specific design BMPs to ensure that no stormwater runoff generated on site would be allowed to leave the site without pre-treatment for urban pollutants. With the development of the site, the amount of impervious surfaces would increase due to the construction of buildings, sidewalks, and roadways. This increase in impervious surfaces is anticipated to generate additional stormwater flow on the project site. While the resultant increase in impervious surfaces would contribute to a greater volume and higher velocities of storm flow, it is anticipated that, per current requirements, any future development's drainage system would be required to accommodate runoff at or better than historic, or pre-development, conditions. With adherence to standard practices and developmental conditions, the proposed project would not have a significant impact on water quality, groundwater supplies, streams or rivers, or create substantial erosion or contamination to the local drainage system. No significant impacts would occur.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche or mudflow?	☐	☐	☐	☑
Narrative Summary (g – j): No Impact. The proposed project site is currently vacant and does not contain any housing. In addition, the proposed project would not involve the construction of any housing or buildings that would be located within a flood zone. The proposed project is not located in a flood inundation area. In addition, the project site is flat and not located near any large bodies of water, so no impacts from mudslides, landslides or seiches would occur. No impacts due to flooding, landslides, mudslides, or seiches would occur.				
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
Narrative Summary (a – b): No Impact. The proposed project would redesignate and rezone the site to allow industrial uses. The project site is located in an area that is zoned and designated for industrial use, so it would be compatible with surrounding uses and would not divide an existing neighborhood. No impacts would occur.				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑
Narrative Summary: No Impact. The project site is not located within an applicable habitat conservation plan or natural community conservation plan. No impacts would occur.				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑
Narrative Summary (a – b): No Impact. According to the California Geological Survey, and as illustrated in the Green Element of the City's General Plan, there are no significant mineral resources that exist on or in the immediate vicinity of the project site. No impacts would occur.				
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. Noise is defined as unwanted sound. Noise can be disturbing or annoying because of its pitch or loudness. Sensitivity to noise increases during the evening and at night because excessive noise interferes with the ability to sleep. The proposed Project site is located in an urbanized built out area within Anaheim. The area surrounding the site is mostly industrial in nature. *Operation* The proposed Project would rezone and redesignate the parcel to accommodate industrial use. The Project, as proposed, would not immediately result in construction. However, the redesignation of the site would allow a maximum building of approximately 154,000 square feet to be constructed in the future. The main source of noise would be vehicle noise from traffic trips of the residents. Upon construction, a 154,000 square foot industrial building Project would result in 1,073 new trips (ITE Trip Generation Manual 2008). This number of trips is a small percentage of the daily traffic on the surrounding roadways and would not constitute a significant increase in noise. No significant impacts would occur. *Construction* The proposed project would generate noise during construction activities. Equipment used during construction could create noise impacts through the duration of the construction process. However, these impacts are temporary and would cease upon completion of construction. Chapter 6.70 of the City's noise ordinance exempts construction noise between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Construction is prohibited on Sundays and federal holiday. Adherence to the City Noise ordinance would reduce construction noise to less than significant. No significant impacts would occur.				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Narrative Summary: Less Than Significant Impact. The site is surrounded by industrial uses. No sensitive receptors are located in the immediate vicinity of the site. When the site is developed, the construction phase and associated construction equipment could produce vibration from vehicle travel as well as demolition, grading and building construction activities; however, construction activities would be limited to daytime hours between 7:00 a.m. to 7:00 p.m. Monday through Saturday. Any construction that occurs would utilize typical construction techniques and pile driving would not be used during construction activities. As such, it is anticipated that the equipment to be used during construction would not cause excessive groundborne noise or vibration. Post-construction onsite activities would be limited to residential uses that would not generate excessive groundborne noise or vibration. No impacts would occur.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. The Project consists of the redesignation of parcels for industrial use. No construction is proposed, but an industrial use would be allowed upon adoption of the Project. Noise sources associated with any future industrial use would include vehicle noise and standard residential mechanical equipment. Long-term ambient noise levels would be similar to those which exist in the surrounding industrial neighborhood and, therefore, would not expose people to a substantial permanent increase in ambient noise levels. No impacts would occur.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. Any construction activities that occur would result in a temporary periodic increase in ambient noise levels; however, the City exempts noise generated by construction activities between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. Compliance with the Anaheim Municipal Code requirement would reduce any Project impacts to less than significant.				
e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
Narrative Summary (e – f): No Impact. The proposed Project isn't located in an airport land use plan. No impacts from aircraft noise would occur.				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
Narrative Summary (a – c): No Impact. The proposed project involves the rezoning and redisignation of an approximately seven-acre parcel to allow industrial uses. The project site is vacant and located in an industrial area. No housing exists on the site and no housing units are proposed for the site. As such, no replacement housing would be necessary and no increase housing units or population would occur. No impacts to population or housing would occur as a result of the proposed project.				
XIV. PUBLIC SERVICES -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

Narrative Summary: Less Than Significant Impact.

Fire

The proposed project would rezone and redesignate the project site to allow industrial uses. No specific project is being proposed at this time. However, because the site would eventually be developed with an industrial use, an incremental increase in demand for fire service would occur. This demand would be minimal, due to the small size and scope of the intended future development. Impacts would be less than significant.

Policy

The proposed project would rezone and redesignate the project site to allow industrial uses. No specific project is being proposed at this time. However, because the site would eventually be developed with an industrial use, an incremental increase in demand for police service would occur. This demand would be minimal, due to the small size and scope of the intended future development. Impacts would be less than significant.

Schools

The proposed project would rezone and redesignate the project site to allow industrial uses. No specific project is being proposed at this time. Because the project would not include the construction of housing, no additional population would be generated. As such, no additional students would be generated as a result of the proposed project and no impacts to school would occur.

Parks

The proposed project would rezone and redesignate the project site to allow industrial uses. No specific project is being proposed at this time. Because the project would not include the construction of housing, no additional population would be generated. As such, no impacts to parks or recreational facilities would occur.

Other public facilities

The proposed project would rezone and redesignate the project site to allow industrial uses. No specific project is being proposed at this time. Because the project would not include the construction of housing, no additional population would be generated. As such, no impacts to other public facilities, including libraries, would occur.

XV. RECREATION -- Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

Narrative Summary: No Impact. The proposed project would rezone and redisignate the proposed project site to allow industrial uses. The site is currently vacant and located in an industrial area. Implementation of the proposed project would not result in a new or significant increase in the use of nearby recreational facilities to the point of creating substantial deterioration or the need for construction of new facilities. In addition, the project does not proposed to construct any new recreational facilities. No impacts would occur.

XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☑	☐
Narrative Summary: Less Than Significant Impact. The proposed project would rezone and redesignate the proposed project site to allow industrial use. The industrial zone permits a maximum floor area ratio of 50 percent. As a result, a maximum of approximately 154,000 square feet of industrial floor area could potentially be constructed on the site. A building of this size would generate approximately 1,073 daily trips. During construction, there would be a temporary minor increase in traffic due to construction vehicles during the construction phase. However, this impact would be temporary. The General Plan Circulation Element and the City's *Criteria for Preparation of Traffic Impact Studies* require a traffic analysis be complete if the Project results in any of the following: 1. When the AM or PM peak hour trip generation is expected to exceed 100 vehicle trips from the proposed development; 2. Projects on the Orange County Congestion Management Program (CMP) Highway System which generate 1,600 average daily trips (ADT) or those which are adjacent to CMP Highway System which generate 2,400 ADT; 3. Projects that will add 51 or more trips during either AM or PM peak hours to any monitored CMP intersection; or 4. Any project where variations from the City's standards and guidelines are proposed. Based on the Institute of Traffic Engineers Trip Generation, the maximum allowable building would generate approximately125 AM peak hour trips and 130 PM peak hour trips. These numbers exceed the allowable 100 trips during AM or PM peak hours. As a result, if a project of this size is proposed, the project applicant would be required to consult with the City Traffic Engineer in regards to the potential preparation of a Traffic Impact Analysis prior to Project approval. In the case that a building of 117,000 square feet or less is proposed, a Traffic Impact Analysis would not be required, as a project of this size would generate a maximum of 99 traffic trips in the AM or PM peak hour. Anaheim Way currently has an ADT of 12,500 traffic trips per day. Neither the roadway nor immediately surrounding intersections are impacted and the additional trips due to implementation of the proposed redesignation of the site as well as any subsequent construction of an industrial building would not significantly impact existing conditions. No significant impacts would occur.				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑
Narrative Summary: No Impact. Since 1994, the CMP has required a traffic impact analysis (TIA) be generated when a project would generate 2,400 or more ADT (OC Transportation Authority 2011). The proposed Project would generate 1,073 ADT, a number substantially less than the CMP threshold. A CMP analysis is not required. No impacts would occur.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
Narrative Summary: No Impact. The Project would consist of the rezoning of a parcel for industrial use. Any structures that are constructed in the future would be consistent with the heights of nearby structures and would not impact air traffic patterns. No impacts would occur.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☑

Narrative Summary: No Impact. There are no hazardous road conditions, including sharp curves or dangerous intersections, in the vicinity of the Project site. Any structures constructed in the future would be accessed via its own driveway. In addition, due to the small size of the Project, a minimal number of trips would be generated. As a result, the Project would not substantially increase hazards due to a design feature. No impacts would occur.

e) Result in inadequate emergency access?	☐	☐	☐	☑

Narrative Summary: No Impact. The Project site is located with an established community and Project plans have been reviewed by the Anaheim Fire Department to ensure that adequate emergency access is provided to the site. No impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☑

Narrative Summary: No Impact. The Project is consistent with property's General Plan land use designation and would not conflict with any adopted policies, plans, or programs such as the Anaheim Outdoors Connectivity Plan (Anaheim 2013), supporting alternative transportation and programs related to public transit, bicycle and pedestrian facilities. No impacts would occur.

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐

Narrative Summary: Less Than Significant. Local governments and water districts are responsible to complying with federal regulations, both for wastewater plant operation and collection systems (e.g., sanitary sewers) that covey wastewater to the wastewater treatment facility. Proper operation and maintenance is critical for sewage collegian and treatment as impacts from these processes can degrade water resources and affect human health.

Future development of the site with industrial uses could result in a maximum of 154,000 square feet of development on the approximately seven-acre site. This size development would generate approximately 23,100 gallons of wastewater per day (gpd). The existing Orange County Sanitation District (OCSD) wastewater facilities that serve the Project site currently have a surplus capacity, as required by the Santa Ana Regional Water Quality Control Board (SARWQCB). Currently, OCSD wastewater facilities have a surplus capacity of approximately 240 million gallons per day. The wastewater generated would be minimal and would comprise less than one percent of the existing surplus amount. Wastewater generation would not exceed the wastewater treatment requirements of the existing OCSD facilities. Therefore, impacts of the proposed Project would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities (including sewer (waste water) collection facilities) or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐

Narrative Summary: Less Than Significant. The proposed Project would be served by the Anaheim Public Utilities Department (APUD). The proposed Project is located within a developed area and there are existing water mains in the streets surrounding the proposed Project. The Project would be required to connect to these existing water lines. Although construction is not currently proposed, the redesignation of the site would allow a maximum of 154,000 square feet of industrial development on the site. This size building would result in the demand for approximately 25,300 gallons per day of water. Due to the small size of the Project, no significant impacts on existing water infrastructure would occur.

Wastewater in the Project area is collected by gravity sewers owned, operated and maintained by the OCSD. Existing sewer lines are located in the streets adjacent to the proposed Project. The maximum allowable building would generate approximately 23,100 gpd of wastewater. Due to the minimal size of the Project, the existing facilities would be adequate to serve the wastewater collection requirements of the proposed Project. In addition, upon submittal of a Project on the site, the project applicant would be required to submit a sewer study prior to being schedule for a Planning Commission hearing date.

Impacts to water or wastewater treatment facilities would be less than significant.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐

Narrative Summary: Less Than Significant. Upon development of the site, the amount of impervious surfaces would increase. Because the proposed Project site is currently vacant, any construction that occurs as a result of the redesignation would require onsite drainage to be installed. Upon installation, the, stormwater from the Project site would be collected by an internal drainage system and delivered to the local area drainage system. The project would not exceed the capacity of existing or planned stormwater drainage systems. The project would not require the expansion of existing facilities. No significant impacts would occur.

d) Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐

Narrative Summary: Less Than Significant. The Project consists of a redesignation that would allow up to 154,000 square feet of industrial uses on the site. The City's 2010 Urban Water Management Plan (Anaheim 2011) assumed General Plan build out for this site; therefore, there are no anticipated water supply deficiencies that would affect this Project and the Project would not result in the need to obtain new water entitlements. Impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐

Narrative Summary: Less Than Significant. The Project consists of a redesignation that would allow up to 154,000 square feet of industrial uses on the site. The City's 2010 Urban Water Management Plan (Anaheim 2011) assumed General Plan build out for this site; therefore, there are no anticipated wastewater capacity deficiencies would occur and the Project would not result in the need to construct additional wastewater treatment infrastructure. Impacts would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	☐	☐	☑	☐
h) Result in a need for new systems or supplies, or substantial alterations related to electricity?	☐	☐	☑	☐
l) Result in a need for new systems or supplies, or substantial alterations related to natural gas?	☐	☐	☑	☐
j) Result in a need for new systems or supplies, or substantial alterations related to telephone service?	☐	☐	☑	☐
k) Result in a need for new systems or supplies, or substantial alterations related to television service/reception?	☐	☐	☑	☐

Narrative Summary: Less Than Significant. According to the California Department of Resources Recycling and Recovery (CalRecycle) industrial uses generate approximately 8.93 pounds of solid waste per employee per day. Based on this number, a total of 3,438 pounds of solid waste would be generated per day, based on a maximum 154,000 square foot building.

AB939 requires local jurisdictions to divert at least 50 percent of their solid waste into recycling. As of 2010, the City is diverting approximately 63 percent of its waste into recycling.

Waste from the City is currently being diverted to the Olida Alpha Landfill in the City of Brea and the Frank R. Bowerman Landfill in the City of Irvine. Combined, the two landfills accept approximately 23,500 tons of waste per day, or over seven million tons annually. As a result, the project's contribution of 3,438 pounds per day is minimal and would not significantly impact landfill operations. No impacts would occur.

The proposed Project site is located in a built-out, urban setting. The site and the surrounding neighborhood are fully served by various utility service providers. There are no anticipated significant service or system upgrades needed to serve the proposed homes. Any increase in demand for these services would be considered to be less than significant. No significant impacts would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☑	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

Narrative Summary: As described in the environmental checklist, the Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The Project is located within the SCAQMD which has been designated as a nonattainment area for certain criteria pollutants. Typical construction activities will generate specific criteria pollutants; however, due to the minimal size of the Project, it is not expected to result in a cumulatively considerable impact.

In addition, due to the small scale of the size and scope of the project, it would not adversely affect human beings, either directly or indirectly.

No significant impacts would occur.

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Anaheim Way Rezoning/Redesignation

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	154.00	1000sqft	7.06	154,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2014
Utility Company	Anaheim Public Utilities				
CO2 Intensity (lb/MWhr)	1543.28	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total parcel size

Construction Off-road Equipment Mitigation - Mitigation included on project plans.

Off-road Equipment - No demolition - site vacant

Off-road Equipment - Site is flat/vacant

Off-road Equipment - Site has been rough graded

Off-road Equipment -

Off-road Equipment - Approximate equipment needed

Off-road Equipment -

Construction Phase - Approximate

Area Mitigation - Low VOC paint included as mitigation

Water Mitigation -

Waste Mitigation -

Architectural Coating - Low VOC paints used

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	77,000.00	70,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	231,000.00	150,000.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	100
tblConstructionPhase	NumDays	20.00	30.00
tblLandUse	LotAcreage	3.54	7.06
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00

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					
2015	4.1951	35.6961	27.5204	0.0415	12.1560	2.1656	14.0367	6.6501	2.0353	8.3804	0.0000	4,041.9543	4,041.9543	0.7598	0.0000	4,057.9101
2016	34.4126	31.0159	25.2164	0.0415	0.8828	2.0087	2.8915	0.2372	1.8865	2.1236	0.0000	3,988.0099	3,988.0099	0.7056	0.0000	4,002.8272
Total	**38.6077**	**66.7120**	**52.7368**	**0.0829**	**13.0387**	**4.1743**	**16.9282**	**6.8873**	**3.9218**	**10.5040**	**0.0000**	**8,029.9643**	**8,029.9643**	**1.4654**	**0.0000**	**8,060.7373**

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					
2015	4.1951	35.6961	27.5204	0.0415	4.8090	2.1656	6.6898	2.6116	2.0353	4.3419	0.0000	4,041.9543	4,041.9543	0.7598	0.0000	4,057.9101
2016	34.4126	31.0159	25.2164	0.0415	0.8828	2.0087	2.8915	0.2372	1.8865	2.1236	0.0000	3,988.0099	3,988.0099	0.7056	0.0000	4,002.8272
Total	**38.6077**	**66.7120**	**52.7368**	**0.0829**	**5.6918**	**4.1743**	**9.5813**	**2.8488**	**3.9218**	**6.4655**	**0.0000**	**8,029.9643**	**8,029.9643**	**1.4654**	**0.0000**	**8,060.7373**

	ROG	NOx	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**	**56.35**	**0.00**	**43.40**	**58.64**	**0.00**	**38.45**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.0287	1.6000e-004	0.0164	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0337	0.0337	1.0000e-004		0.0358
Energy	0.0985	0.8951	0.7519	5.3700e-003		0.0680	0.0680		0.0680	0.0680		1,074.1531	1,074.1531	0.0206	0.0197	1,080.6902
Mobile	5.4019	17.7402	71.9404	0.1483	10.0725	0.2881	10.3606	2.6906	0.2645	2.9551		13,747.5419	13,747.5419	0.6013		13,760.1694
Total	**9.5290**	**18.6354**	**72.7088**	**0.1537**	**10.0725**	**0.3562**	**10.4287**	**2.6906**	**0.3326**	**3.0232**		**14,821.7287**	**14,821.7287**	**0.6220**	**0.0197**	**14,840.8954**

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	3.4420	1.6000e-004	0.0164	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0337	0.0337	1.0000e-004		0.0358
Energy	0.0985	0.8951	0.7519	5.3700e-003		0.0680	0.0680		0.0680	0.0680		1,074.1531	1,074.1531	0.0206	0.0197	1,080.6902
Mobile	5.4019	17.7402	71.9404	0.1483	10.0725	0.2881	10.3606	2.6906	0.2645	2.9551		13,747.5419	13,747.5419	0.6013		13,760.1694
Total	**8.9423**	**18.6354**	**72.7088**	**0.1537**	**10.0725**	**0.3562**	**10.4287**	**2.6906**	**0.3326**	**3.0232**		**14,821.7287**	**14,821.7287**	**0.6220**	**0.0197**	**14,840.8954**

	ROG	NOx	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	6.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/28/2015	5	20	
2	Site Preparation	Site Preparation	1/29/2015	2/11/2015	5	10	
3	Grading	Grading	2/12/2015	3/11/2015	5	20	
4	Building Construction	Building Construction	3/12/2015	1/27/2016	5	230	
5	Paving	Paving	1/28/2016	2/24/2016	5	20	
6	Architectural Coating	Architectural Coating	2/25/2016	4/6/2016	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 150,000; Non-Residential Outdoor: 70,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	0	8.00	162	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
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
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	1	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	2	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	65.00	25.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					12.0442	0.0000	12.0442	6.6205	0.0000	6.6205			0.0000			0.0000
Off-Road	3.2670	35.6384	26.8041	0.0240		1.8798	1.8798		1.7294	1.7294		2,522.8378	2,522.8378	0.7532		2,538.6544
Total	**3.2670**	**35.6384**	**26.8041**	**0.0240**	**12.0442**	**1.8798**	**13.9239**	**6.6205**	**1.7294**	**8.3498**		**2,522.8378**	**2,522.8378**	**0.7532**		**2,538.6544**

3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0461	0.0577	0.7163	1.4200e-003	0.1118	9.8000e-004	0.1128	0.0296	9.0000e-004	0.0306		123.2032	123.2032	6.6300e-003		123.3424
Total	**0.0461**	**0.0577**	**0.7163**	**1.4200e-003**	**0.1118**	**9.8000e-004**	**0.1128**	**0.0296**	**9.0000e-004**	**0.0306**		**123.2032**	**123.2032**	**6.6300e-003**		**123.3424**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6972	0.0000	4.6972	2.5820	0.0000	2.5820			0.0000			0.0000
Off-Road	3.2670	35.6384	26.8041	0.0240		1.8798	1.8798		1.7294	1.7294	0.0000	2,522.8378	2,522.8378	0.7532		2,538.6544
Total	**3.2670**	**35.6384**	**26.8041**	**0.0240**	**4.6972**	**1.8798**	**6.5770**	**2.5820**	**1.7294**	**4.3114**	**0.0000**	**2,522.8378**	**2,522.8378**	**0.7532**		**2,538.6544**

3.3 Site Preparation - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0461	0.0577	0.7163	1.4200e-003	0.1118	9.8000e-004	0.1128	0.0296	9.0000e-004	0.0306		123.2032	123.2032	6.6300e-003		123.3424
Total	**0.0461**	**0.0577**	**0.7163**	**1.4200e-003**	**0.1118**	**9.8000e-004**	**0.1128**	**0.0296**	**9.0000e-004**	**0.0306**		**123.2032**	**123.2032**	**6.6300e-003**		**123.3424**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.1119	33.5518	21.8219	0.0235		1.7911	1.7911		1.6478	1.6478		2,474.0405	2,474.0405	0.7386		2,489.5512
Total	**3.1119**	**33.5518**	**21.8219**	**0.0235**	**6.5523**	**1.7911**	**8.3434**	**3.3675**	**1.6478**	**5.0153**		**2,474.0405**	**2,474.0405**	**0.7386**		**2,489.5512**

3.4 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0461	0.0577	0.7163	1.4200e-003	0.1118	9.8000e-004	0.1128	0.0296	9.0000e-004	0.0306		123.2032	123.2032	6.6300e-003		123.3424
Total	**0.0461**	**0.0577**	**0.7163**	**1.4200e-003**	**0.1118**	**9.8000e-004**	**0.1128**	**0.0296**	**9.0000e-004**	**0.0306**		**123.2032**	**123.2032**	**6.6300e-003**		**123.3424**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133			0.0000			0.0000
Off-Road	3.1119	33.5518	21.8219	0.0235		1.7911	1.7911		1.6478	1.6478	0.0000	2,474.0405	2,474.0405	0.7386		2,489.5512
Total	**3.1119**	**33.5518**	**21.8219**	**0.0235**	**2.5554**	**1.7911**	**4.3465**	**1.3133**	**1.6478**	**2.9611**	**0.0000**	**2,474.0405**	**2,474.0405**	**0.7386**		**2,489.5512**

3.4 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0461	0.0577	0.7163	1.4200e-003	0.1118	9.8000e-004	0.1128	0.0296	9.0000e-004	0.0306		123.2032	123.2032	6.6300e-003		123.3424
Total	**0.0461**	**0.0577**	**0.7163**	**1.4200e-003**	**0.1118**	**9.8000e-004**	**0.1128**	**0.0296**	**9.0000e-004**	**0.0306**		**123.2032**	**123.2032**	**6.6300e-003**		**123.3424**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483
Total	**3.6591**	**30.0299**	**18.7446**	**0.0268**		**2.1167**	**2.1167**		**1.9904**	**1.9904**		**2,689.5771**	**2,689.5771**	**0.6748**		**2,703.7483**

3.5 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2363	2.4567	2.7101	5.4500e-003	0.1562	0.0425	0.1987	0.0445	0.0391	0.0835		551.5566	551.5566	4.3300e-003		551.6476
Worker	0.2998	0.3752	4.6561	9.2100e-003	0.7266	6.3900e-003	0.7329	0.1927	5.8600e-003	0.1985		800.8206	800.8206	0.0431		801.7253
Total	**0.5360**	**2.8318**	**7.3661**	**0.0147**	**0.8827**	**0.0489**	**0.9316**	**0.2372**	**0.0449**	**0.2821**		**1,352.3772**	**1,352.3772**	**0.0474**		**1,353.3729**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483
Total	**3.6591**	**30.0299**	**18.7446**	**0.0268**		**2.1167**	**2.1167**		**1.9904**	**1.9904**	**0.0000**	**2,689.5771**	**2,689.5771**	**0.6748**		**2,703.7483**

3.5 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2363	2.4567	2.7101	5.4500e-003	0.1562	0.0425	0.1987	0.0445	0.0391	0.0835		551.5566	551.5566	4.3300e-003		551.6476
Worker	0.2998	0.3752	4.6561	9.2100e-003	0.7266	6.3900e-003	0.7329	0.1927	5.8600e-003	0.1985		800.8206	800.8206	0.0431		801.7253
Total	**0.5360**	**2.8318**	**7.3661**	**0.0147**	**0.8827**	**0.0489**	**0.9316**	**0.2372**	**0.0449**	**0.2821**		**1,352.3772**	**1,352.3772**	**0.0474**		**1,353.3729**

3.5 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**

3.5 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	0.2088	2.1712	2.4937	5.4400e-003	0.1562	0.0353	0.1915	0.0445	0.0324	0.0769		545.4949	545.4949	3.9100e-003		545.5771
Worker	0.2706	0.3384	4.2161	9.2100e-003	0.7266	6.0700e-003	0.7326	0.1927	5.5800e-003	0.1983		773.2287	773.2287	0.0396		774.0611
Total	**0.4794**	**2.5096**	**6.7098**	**0.0147**	**0.8828**	**0.0413**	**0.9241**	**0.2372**	**0.0380**	**0.2752**		**1,318.7235**	**1,318.7235**	**0.0436**		**1,319.6381**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0000	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**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.5 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	0.2088	2.1712	2.4937	5.4400e-003	0.1562	0.0353	0.1915	0.0445	0.0324	0.0769		545.4949	545.4949	3.9100e-003		545.5771
Worker	0.2706	0.3384	4.2161	9.2100e-003	0.7266	6.0700e-003	0.7326	0.1927	5.5800e-003	0.1983		773.2287	773.2287	0.0396		774.0611
Total	**0.4794**	**2.5096**	**6.7098**	**0.0147**	**0.8828**	**0.0413**	**0.9241**	**0.2372**	**0.0380**	**0.2752**		**1,318.7235**	**1,318.7235**	**0.0436**		**1,319.6381**

3.6 Paving - 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	1.0449	11.1930	7.4088	0.0111		0.6305	0.6305		0.5800	0.5800		1,158.1884	1,158.1884	0.3494		1,165.5247
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0449**	**11.1930**	**7.4088**	**0.0111**		**0.6305**	**0.6305**		**0.5800**	**0.5800**		**1,158.1884**	**1,158.1884**	**0.3494**		**1,165.5247**

3.6 Paving - 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	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		95.1666	95.1666	4.8800e-003		95.2691
Total	**0.0333**	**0.0417**	**0.5189**	**1.1300e-003**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**95.1666**	**95.1666**	**4.8800e-003**		**95.2691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0449	11.1930	7.4088	0.0111		0.6305	0.6305		0.5800	0.5800	0.0000	1,158.1884	1,158.1884	0.3494		1,165.5247
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0449**	**11.1930**	**7.4088**	**0.0111**		**0.6305**	**0.6305**		**0.5800**	**0.5800**	**0.0000**	**1,158.1884**	**1,158.1884**	**0.3494**		**1,165.5247**

3.6 Paving - 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	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		95.1666	95.1666	4.8800e-003		95.2691
Total	**0.0333**	**0.0417**	**0.5189**	**1.1300e-003**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**95.1666**	**95.1666**	**4.8800e-003**		**95.2691**

3.7 Architectural Coating - 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					
Archit. Coating	33.9900					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**34.3585**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 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	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6457	154.6457	7.9300e-003		154.8122
Total	**0.0541**	**0.0677**	**0.8432**	**1.8400e-003**	**0.1453**	**1.2100e-003**	**0.1465**	**0.0385**	**1.1200e-003**	**0.0397**		**154.6457**	**154.6457**	**7.9300e-003**		**154.8122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	33.9900					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**34.3585**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 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	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6457	154.6457	7.9300e-003		154.8122
Total	**0.0541**	**0.0677**	**0.8432**	**1.8400e-003**	**0.1453**	**1.2100e-003**	**0.1465**	**0.0385**	**1.1200e-003**	**0.0397**		**154.6457**	**154.6457**	**7.9300e-003**		**154.8122**

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	5.4019	17.7402	71.9404	0.1483	10.0725	0.2881	10.3606	2.6906	0.2645	2.9551		13,747.5419	13,747.5419	0.6013		13,760.1694
Unmitigated	5.4019	17.7402	71.9404	0.1483	10.0725	0.2881	10.3606	2.6906	0.2645	2.9551		13,747.5419	13,747.5419	0.6013		13,760.1694

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,073.38	203.28	104.72	3,590,005	3,590,005
Total	1,073.38	203.28	104.72	3,590,005	3,590,005

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.516610	0.060517	0.179979	0.140587	0.041566	0.006616	0.015092	0.027587	0.001923	0.002530	0.004314	0.000602	0.002075

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	lb/day										lb/day					
NaturalGas Mitigated	0.0985	0.8951	0.7519	5.3700e-003		0.0680	0.0680		0.0680	0.0680		1,074.1531	1,074.1531	0.0206	0.0197	1,080.6902
NaturalGas Unmitigated	0.0985	0.8951	0.7519	5.3700e-003		0.0680	0.0680		0.0680	0.0680		1,074.1531	1,074.1531	0.0206	0.0197	1,080.6902

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	9130.3	0.0985	0.8951	0.7519	5.3700e-003		0.0680	0.0680		0.0680	0.0680		1,074.1531	1,074.1531	0.0206	0.0197	1,080.6902
Total		**0.0985**	**0.8951**	**0.7519**	**5.3700e-003**		**0.0680**	**0.0680**		**0.0680**	**0.0680**		**1,074.1531**	**1,074.1531**	**0.0206**	**0.0197**	**1,080.6902**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	9.1303	0.0985	0.8951	0.7519	5.3700e-003		0.0680	0.0680		0.0680	0.0680		1,074.1531	1,074.1531	0.0206	0.0197	1,080.6902
Total		**0.0985**	**0.8951**	**0.7519**	**5.3700e-003**		**0.0680**	**0.0680**		**0.0680**	**0.0680**		**1,074.1531**	**1,074.1531**	**0.0206**	**0.0197**	**1,080.6902**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.4420	1.6000e-004	0.0164	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0337	0.0337	1.0000e-004		0.0358
Unmitigated	4.0287	1.6000e-004	0.0164	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0337	0.0337	1.0000e-004		0.0358

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9778					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6600e-003	1.6000e-004	0.0164	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0337	0.0337	1.0000e-004		0.0358
Total	**4.0287**	**1.6000e-004**	**0.0164**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0337**	**0.0337**	**1.0000e-004**		**0.0358**

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	0.3911					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6600e-003	1.6000e-004	0.0164	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0337	0.0337	1.0000e-004		0.0358
Total	**3.4420**	**1.6000e-004**	**0.0164**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0337**	**0.0337**	**1.0000e-004**		**0.0358**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation