Third Addendum

to the

Final Environmental Impact Report
(Final EIR)
[State Clearinghouse No. 2008121080]

for

Los Angeles International Airport (LAX)
Bradley West Project

City of Los Angeles
Los Angeles City File No. AD 043-08

October 2016

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A Air Quality Emissions Estimate Technical Memorandum

1. Proposed Bradley West Project Refinement - Description and Background

On September 21, 2009, the City of Los Angeles certified the Final Environmental Impact Report (Final EIR) for the Bradley West Project (SCH #2008121080) and approved the project. Since its approval, Los Angeles World Airport ("LAWA") has implemented all major components of the Bradley West Project including: construction of new north and south concourses at Tom Bradley International Terminal (TBIT) just west of the existing concourses, which were subsequently demolished; construction of nine aircraft gates, and associated loading bridges and apron areas, along the west side of the new concourses at TBIT; relocation and consolidation of existing aircraft gates along the east side of TBIT; renovation, improvement, and enlargement of the existing U.S. Customs and Border Protection (CBP) areas within the central core of TBIT; renovation, improvement, and enlargement of existing concessions areas, office areas, and operations areas within the central core of TBIT; construction of secure/sterile passenger connector corridors (i.e., areas allowing only passengers that have gone through security clearance and are subject to FAA or airline security requirements) between Terminals 3 and 4 and TBIT[1]; and westward relocation of Taxiways S and Q. LAWA has also completed the following additional Bradley West Project improvements: taxiway relocations,[2] completion of the new TBIT replacement concourses and associated aircraft gates, and renovation, improvement, and enlargement of the existing U.S. Customs and Border Protection (CBP) areas, as well as the existing concessions areas, office areas, and operations areas, within the central core of TBIT. The Bradley West Project included over 1.25 million square feet of new building area and over 251,000 square feet of renovated TBIT area, which along with the 521,000+ square feet of unaltered TBIT area, brought the total TBIT building area up to over 2.02 million square feet.

During the planning, design, and completion of the above improvements, LAWA adhered to the Transportation Security Administration (TSA) requirements and practices regarding baggage screening that were in effect at the time. There have been, however, certain changes in baggage screening requirements and practices that have resulted in additional space requirements that cannot be effectively accommodated within the existing building area. In particular, TSA operational practices have changed the algorithm within baggage screening machines, which now have a lower threshold for triggering additional screening/inspections. This, in turn, requires more floor area for redirecting baggage that will undergo additional screening/inspection, including the need for more table space on which to place such

[1] Construction of the connector between Terminal 4 and TBIT was completed in August 2016. Construction of the connector between Terminal 3 and TBIT is anticipated to begin in 2017.

[2] Relocation of former Taxiways S and Q is accomplished through construction of the new Taxiways S and T. Taxiway S has been completed along with the southern portion of Taxiway T. The northern portion of Taxiway T will be completed once the former TWA hangar is removed, beginning later in 2016.

baggage for physical inspection. Additionally, the baggage screening machine type, known as the "9400" model, that were standard at the time the Bradley West Project improvements were underway is no longer being deployed in airports, and is being replaced by the "9800" model, which is a high-speed baggage screening machine that has a larger footprint. The additional space required for the aforementioned modifications to the baggage screening process and equipment consequently results in less room for the storage and routing of screened baggage for deployment onto outbound flights, which, in turn, creates a substantial "bottleneck" in the baggage processing system. Given the physical space limitations of the existing baggage screening and processing facilities within TBIT, even as improved by the Bradley West Project, the existing TBIT building cannot provide the additional area needed to accommodate the above changes in baggage screening, storage, and routing process without displacing other uses.

TBIT would be able to accommodate the baggage screening requirement changes with development of a new approximately 86,500 square foot baggage handling system (BHS) building[3] (i.e., baggage "make-up" facility) located northwest of the TBIT core, immediately west of the existing remote bus gates facility located at the north end of the Bradley West (TBIT) north concourse. The site for the proposed project is currently used for temporary storage of ground support equipment, such as empty baggage tug trailers and empty cargo container trailers. The new facility envisioned for the BHS North Structure would include various baggage conveyors and sorting systems for the temporary storage and routing of outgoing baggage between the TBIT core and the aircraft apron area. The transfer of baggage between the new baggage make-up facility and TBIT would occur via an underground baggage tunnel system that would be integrated with the tunnel system being developed as part of the proposed LAX Midfield Satellite Concourse (MSC) Project, which is proposed to start construction in mid-2017. The construction staging and laydown area for the project would be set up within the general boundaries of the project site.

Figure 1 shows the regional location of LAX, where the proposed project would occur, and **Figure 2** indicates the project location within LAX. **Figure 3** presents the conceptual site plan for the proposed modifications to the Bradley West Project, referenced throughout this Addendum as BHS North Structure and North Tunnel. This figure also shows its relationship to the proposed MSC baggage tunnel system. The BHS North Structure is proposed to be a two-level structure, with one level above ground and one level below ground, that is approximately 185 feet long (north to south), 230 feet wide (east to west), 22

[3] The preliminary concept design for the BHS building anticipated a building floor area of approximately 86,500 square feet; however, subsequent design refinements have reduced that floor area to approximately 78,200 square feet, while maintaining all the features and functions of the preliminary concept. The environmental evaluation presented in this Addendum is based on the 86,500 square foot preliminary concept and is therefore considered to be conservative (i.e., "worst-case").

north

NOT TO SCALE

Source: CDM Smith, May 2015.
Prepared by: CDM Smith, May 2015.

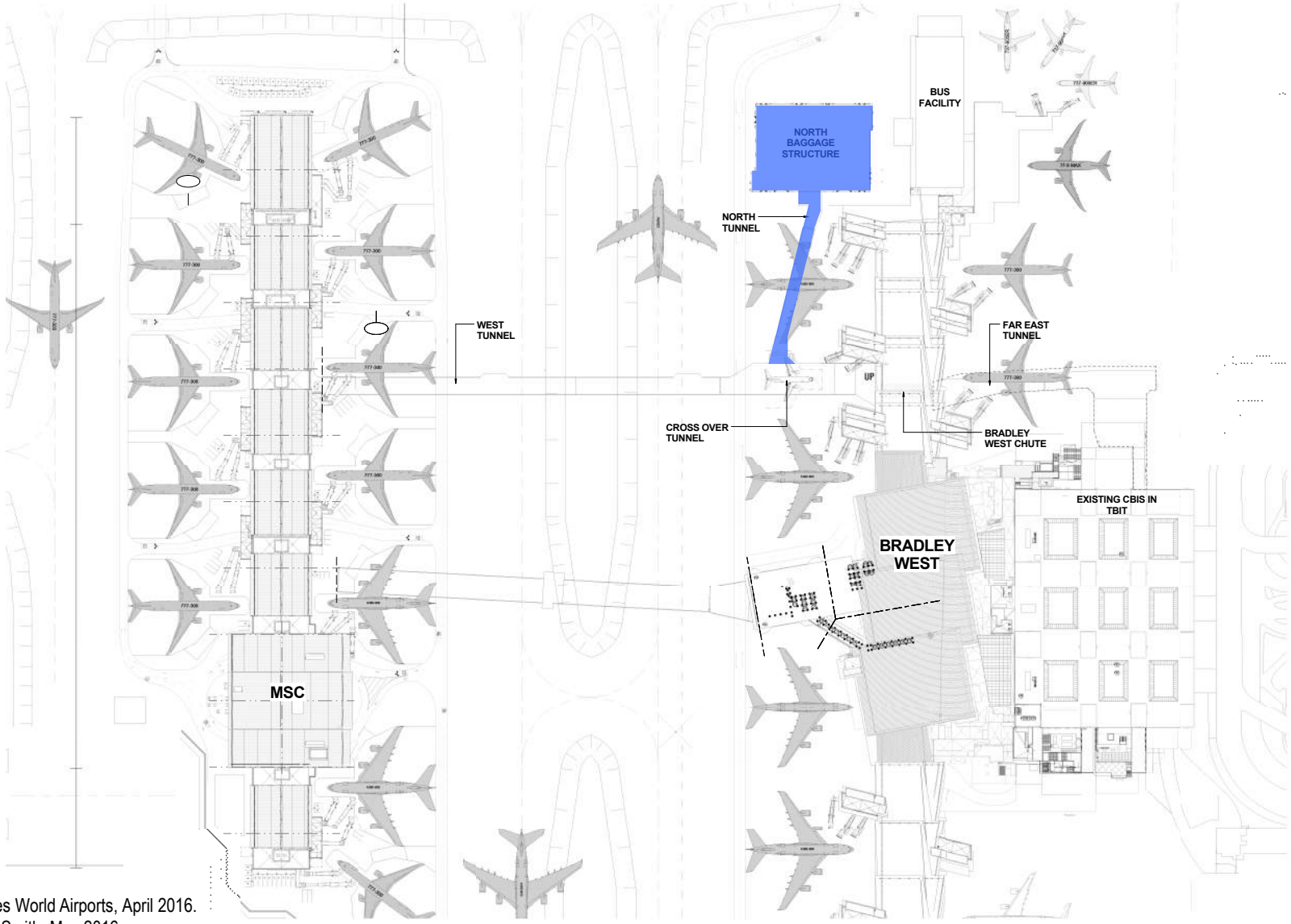
LAX BWP EIR Addendum - BHS North Structure and North Tunnel	Regional Location Map	Figure 1

Source: CDM Smith, May 2016.
Prepared by: CDM Smith, May 2016.

LAX BWP EIR Addendum - BHS North Structure and North Tunnel

Project Location Map

Figure **2**



Source: Los Angeles World Airports, April 2016.
Prepared by: CDM Smith, May 2016.

LAX BWP EIR Addendum -
BHS North Structure and North Tunnel

Conceptual Site Plan

Figure
3

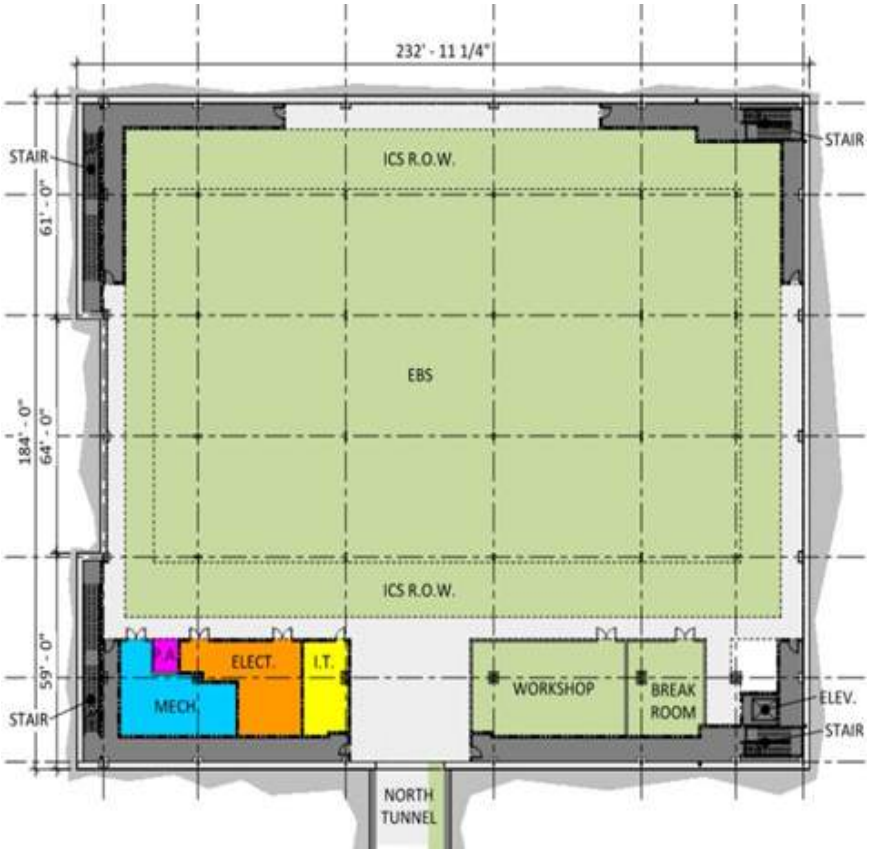
feet high, and 22 feet deep. The North Tunnel is proposed to be approximately 450 feet long, 20 feet wide, 12 feet tall, and 30 feet deep. The lower (basement) level of the building will be used as an "early bag storage" warehouse area for baggage that has been screened and awaiting deployment when it gets closer to flight time, and the upper (apron) level will have a series of carousels/conveyors where the outgoing baggage is grouped by flight and picked up by baggage tugs for transport to the departing aircraft. The lower level includes a restroom and IT equipment room, and the upper level includes a workshop, breakroom, and mechanical/electrical/IT rooms. **Figure 4** shows the floor plan for each level. **Figure 5** shows how the baggage tugs would operate at the BHS North Structure. **Figure 6** provides a rendering of how the BHS North Structure would appear in looking towards the southeast, as viewed from Taxiway S.

2. Purpose of this Addendum to the Final Environmental Impact Report

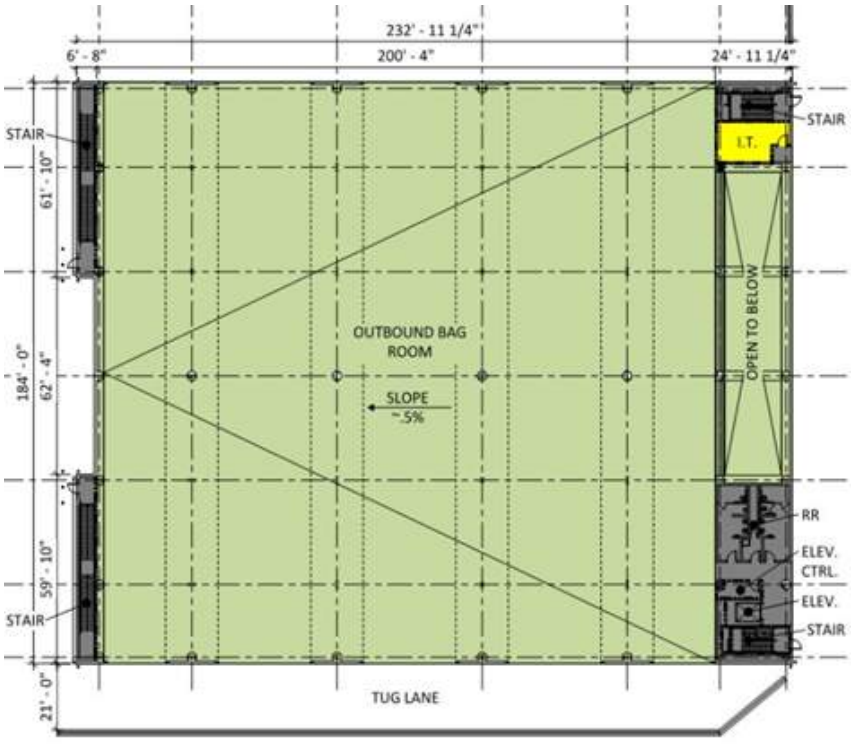
This Addendum is prepared to address the proposed BHS North Structure and North Tunnel modifications to the Bradley West Project. The Addendum concludes that these modifications do not materially affect the impacts analyses and conclusions of the Bradley West Project Final EIR and do not trigger the need to prepare a supplemental or subsequent EIR under Public Resources Code section 21166 or Sections 15162 and 15163 of the State CEQA Guidelines.

The Addendum presented herein represents the third refinement to the development program for the Bradley West Project. In July 2010, an Addendum to the Bradley West Project Final EIR was completed to provide clarifications and additional information regarding the proposed use of the Northwest Construction Staging/Parking Area, West Construction Staging Area, and the Southeast Construction Staging/Parking Area for the Bradley West Project. Specifically, the July 2010 Addendum provided clarification that use of the Northwest Construction Staging/Parking Area would include the storage/stockpiling of soil excavated in conjunction with construction of the Bradley West Core basement, and would also include materials storage within an easterly extension of the Area. Additionally, the July 2010 Addendum clarified and reaffirmed the assumption within the Bradley West Project Final EIR that approximately 80,000 cubic yards of stockpiled soils that currently exist within the West Construction Staging Area would be transported to the Southeast Construction Staging/Parking Area to fill an existing depression/hole within that latter Area.

Then, the Federal Aviation Administration (FAA) notified LAWA that the use of the existing parking lots located immediately east of Runway 6R-24L were not compatible with federal runway safety area (RSA) policies and would need to be relocated. LAWA used the lots as a commercial vehicle holding area



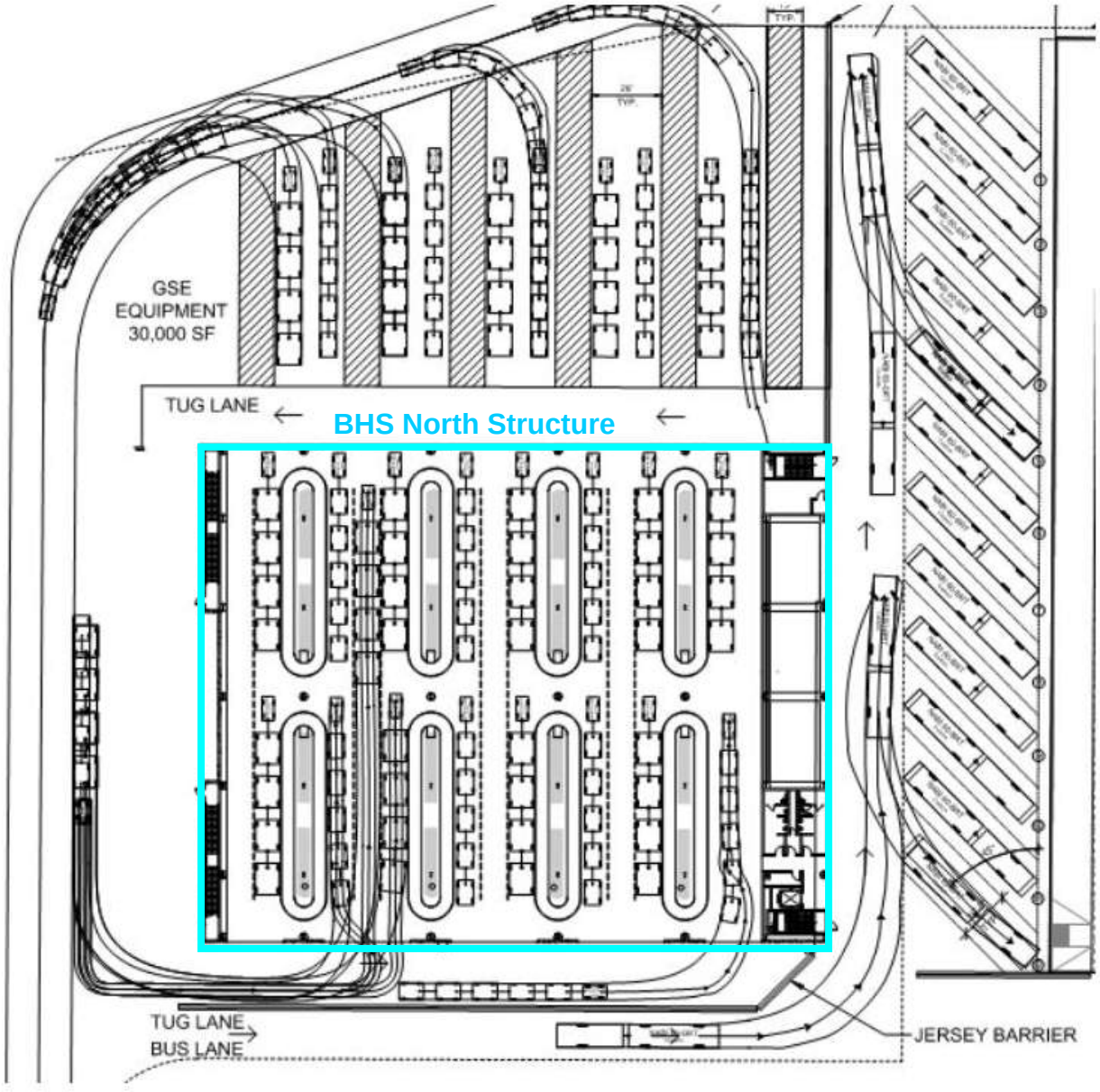
Basement Level



Apron Level

Source: LAWA, August 2016
Prepared by: CDM Smith, August 2016

LAX BWP EIR Addendum - BHS North Structure and North Tunnel	Building Floor Plan	Figure 4



north
NOT TO SCALE

Source: LAWA, August 2016
Prepared by: CDM Smith, August 2016

LAX BWP EIR Addendum - BHS North Structure and North Tunnel	Baggage Tug Route	Figure 5

Source: LAWA, August 2016.
Prepared by: CDM Smith, August 2016.

LAX BWP EIR Addendum - BHS North Structure and North Tunnel	**Rendering of BHS North Structure**	Figure **6**

(i.e., an area where airport limousines, airport shared-ride shuttles, such as Super Shuttle, and other such vehicles wait until called into the LAX Central Terminal Area to pick-up passengers). LAWA subsequently relocated those uses to other existing vacant LAWA-owned parking lots nearby. This allowed the subject area to become available for use on an interim basis to accommodate Bradley West Project construction worker parking. LAWA completed a Second Addendum to the Bradley West Project Final EIR in September 2011 to address the proposed refinement in the Project's construction worker parking program. The Addendum found that the change did not materially alter the traffic impacts analysis or the conclusions of the Final EIR.

The two addendums described above are on file, and available for review, at LAWA Environmental Programs Group, 1 World Way, Room 208, Los Angeles, CA.

3. Required Findings for Use of an Addendum

Section 21166 of the California Environmental Quality Act (CEQA) and Section 15162 of the CEQA Guidelines identify the circumstances that necessitate the preparation of a subsequent EIR. [4] Specifically, Section 15162 of the CEQA Guidelines, which is an elaboration of Section 21166 of CEQA, indicates as follows:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

[4] California Administrative Code, Title 14, Division 6, Chapter 3, Sections 15000-15387, "Guidelines for Implementation of the California. Environmental Quality Act."

(3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

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

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

Pursuant to Section 15164 of the State CEQA Guidelines, if none of the above conditions are met, the BOAC may prepare an Addendum in order to make minor technical changes to a previously certified EIR and to document as to why no further environmental review is required. An addendum need not be circulated for public review, but can be included in or attached to the Final EIR, which the decision-making body shall consider prior to making a decision on the project. A brief explanation supported by substantial evidence of why an agency decided not to prepare a subsequent EIR under section 15162 should also be included in the addendum, the findings on the project, or somewhere in the record. This explanation is included in Section 7 of this Addendum.

4. Evaluation of Environmental Impacts

In performing the required analysis and determining that the criteria are met for use of an addendum, this Addendum compares impacts of the proposed BHS North Structure and North Tunnel to the Bradley West Project as previously approved in the Bradley West EIR. For purposes of determining whether the proposed modifications trigger the need to prepare a new EIR pursuant to State CEQA Guidelines Section 15162, this Addendum relies on a list of questions regarding relevant environmental issues that has been modified from the sample questions provided in Appendix G of the State CEQA Guidelines (Modified Environmental Checklist Form). Section 5 of this document contains the Modified

Environmental Checklist Form, with certain topic-specific discussions, and summarizes the responses to whether any the criteria presented above in Section 3 have been met. Section 6 contains the discussion/analysis relative to cumulative impacts. A summary of the changes in potential impacts due to the refinement in the Bradley West Project is provided in Section 7, and the reasons why an Addendum is appropriate in this situation is provided in Section 8.

5. Modified Environmental Checklist Form

A Modified Environmental Checklist Form (Form) was used to compare the anticipated environmental effects of the BHS North Structure and North Tunnel with those disclosed in the certified Bradley West Project EIR and to review whether any of the conditions set forth in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent EIR are met. The Form was used to review the environmental effects of the proposed change for each of the following areas:

- Aesthetics
- Agricultural and Forestry Resources Air Quality
- Biological Resources Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing Public Services Recreation Transportation/Traffic
- Utilities and Service Systems

There are six possible responses to each of the questions included on the Form:

(A) Substantial Change in Project Requiring Major Revision of Previous EIR.

This response is used if the project has changed to such an extent that major revisions of the previous EIR are required due to the involvement of new significant environmental effects or an increase in the severity of the previously identified significant effects.

(B) Substantial Change in Circumstances under which Project is Undertaken Requiring Major Revision of Previous EIR.

This response is used if the circumstances under which the project is undertaken have changed to such an extent that major revisions to the previous EIR is required because such changes would result in the project having new significant environmental effects or would substantially increase the severity of the previously identified significant effects.

(C) New Information of Substantial Importance Showing New or Greater Significant Effects Than Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows that the project would have a new significant environmental effect or significant effects previously examined will be substantially more severe than identified in the previous EIR.

(D) New Information of Substantial Importance Showing an Ability to Substantially Reduce Significant Impacts Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows:

(1) The significant environmental effects of the project could be substantially reduced through imposition of mitigation measures or alternatives that although previously found to be infeasible are in fact now feasible, but the project proponent declines to adopt them; or

(2) The significant environmental effects of the project could be substantially reduced through imposition of mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR, but the project proponent declines to adopt them.

(E) Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a new EIR.

This response is used if:

(1) The potential impact of the project is determined to be below known or measurable thresholds of significance and would not require mitigation; or

(2) There are no changes in the project or circumstances and no new information that would require the preparation of a new EIR pursuant to Public Resources Code Section 21166 and Section 15162 or the State CEQA Guidelines.

(F) No Impact

This response is used if the proposed modifications to the project do not have any measurable environmental impact.

The Modified Environmental Checklist Form and accompanying evaluation of the responses provide the information and analysis upon which the BOAC makes its determination that no new EIR is required for the proposed BHS North Structure and North Tunnel.

5.1 *Aesthetics*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Aesthetics						
Would the project:						
(a) Have a substantial adverse effect on a scenic vista?					X	
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway					X	
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?					X	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X	

Discussion: As discussed in Section 5.9 of the Bradley West Project EIR, specifically on pages 5-84 through 5-86 of the EIR, implementation of the Bradley West Project would not result in any significant impacts related to aesthetics. Development of the currently proposed BHS North Structure would occur in proximity to the north end of the existing Bradley West north concourse and the adjacent remote bus gates facility. As a single-story structure set within the context of these other existing airport buildings, it would not affect any scenic vistas, damage any scenic resources, degrade the existing visual character or

quality of the site and its surroundings, or create a new source of substantial light or glare. The related North Tunnel would be at subsurface and would not have any aesthetic impacts.

Checklist Determination*:* *Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a New EIR*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No substantial changes in the aesthetic or visual environment have occurred since certification of the Bradley West Project EIR, other than development of the Bradley West improvements contemplated and addressed in the EIR, and no new scenic resources have been identified within the vicinity of the proposed BHS North Structure and North Tunnel site.

Based on the above, no new significant aesthetic impacts or a substantial increase in previously identified aesthetic impacts would occur as a result of the proposed BHS North Structure and North Tunnel. All mitigation measures previously adopted for the approved Bradley West Project would apply to the proposed BHS North Structure and North Tunnel described herein, as applicable. Therefore, the impacts to aesthetic resources as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.2 *Agriculture and Forestry*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Agriculture and Forestry Resources Would the project:						X
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?						X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?						X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as						X

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?						X
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?						X

Discussion: As indicated in the LAX Master Plan EIR, there are no agricultural or forestry resources within or near LAX.[5] None of the areas surrounding the proposed Project site or the airport are zoned for agricultural or forestry uses; hence, no impacts to agricultural or forestry resources would occur as a result of the proposed BHS North Structure and North Tunnel.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No substantial changes in the environment have occurred since certification of the Bradley West Project EIR other than the development contemplated in the EIR, and no new agricultural or forestry resources have been identified within the vicinity of the proposed BHS North Structure and North Tunnel.

Based on the above, no new significant impacts or a substantial increase in previously identified impacts to agricultural or forestry resources would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the impacts to agricultural and forestry resources as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

[5] City of Los Angeles, Los Angeles World Airports (LAWA), *Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements*, Section 4.16, April 2004.

5.3 *Air Quality*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Air Quality						
Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?					X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?					X	
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)?					X	
d) Expose sensitive receptors to substantial pollutant concentrations?					X	
e) Create objectionable odors affecting a substantial number of people?					X	

Discussion: Section 4.4 of the Bradley West Project EIR addresses the air quality impacts associated with the Bradley West Project and determined that the Project would result in significant and unavoidable construction-related air quality impacts and would also result in cumulatively considerable significant and unavoidable construction-related air quality impacts. Specifically, the EIR determined that the maximum daily and maximum quarterly construction-related emissions associated with the Bradley West Project would be significant for CO, VOC, NOx, PM10 and PM2.5. Bradley West Project construction-related concentrations would be significant for NO2 and PM10. Cumulative construction-related emissions for CO, VOC, NOx, PM10, and PM2.5 would also be significant. Cumulative construction-related concentrations would be significant for NO2 and PM10. In addition to unavoidable significant construction-related impacts, Section 4.4 of the Bradley West Project EIR determined that air quality impacts associated with operation of the Bradley West Project, including from aircraft operations and motor vehicle travel, would be significant and unavoidable due to the increase in passenger activity levels that was anticipated to occur between 2008 (baseline year for the impacts analysis) and 2013 (buildout year for the proposed Project) regardless of whether the Bradley West Project was implemented. Operation of the currently proposed BHS North Structure and North Tunnel would not affect aircraft operations or vehicle travel and, therefore, would not affect the Bradley West Project EIR's conclusions in those regards.

As described in Section 4.4.2.1 of the Bradley West Project EIR, the construction impacts analysis for air quality developed emissions estimates for overall Bradley West Project construction period based on the numbers and types of construction equipment expected to be used each day of the project and the proposed construction schedule. The nature, size, and scale of the currently proposed BHS North Structure and North Tunnel, being a warehouse-type facility of approximately 86,500 square feet, would not add substantially to the overall construction program for the 1.5 million square feet of terminal improvements/additions and associated apron area modifications of the Bradley West Project. Additionally, construction of the BHS North Structure and North Tunnel improvements would occur at the very end of the construction program for the Bradley West Project. As such, construction of the subject improvements would add to the overall duration of construction-related emissions, but would not increase the peak annual, quarterly, or daily emissions disclosed in the Bradley West Project EIR. able 1 presents the estimated maximum daily construction emissions amounts of criteria pollutants associated with the currently proposed project (Appendix A presents the details of that analysis) and also shows the maximum daily construction emissions disclosed in Table 4.4-8 of the Bradley West Project EIR, as compared against the SCAQMD thresholds of significance defined in Table 4.4-4 of the EIR. As indicated in Table 1, the construction emissions associated with the currently proposed would not result in a new significant impact or a substantial increase in the severity of a previously disclosed impacts. It should be noted that while the peak daily emissions associated with the currently proposed project are not additive to the peak daily emissions of the Bradley West Project, given that the respective peak construction periods would not overlap, a hypothetical combining of the peak daily emissions from the two construction programs would still not represent a substantial increase in the severity of the previously disclosed significant construction-related air quality impact.

Table 1: Maximum Daily Construction Emissions (pounds per day) of BHS North Structure and North Tunnel Compared to Bradley West Project Emissions and AQMD Thresholds						
Year	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
BHS North Structure and North Tunnel						
2017	3.7	45.5	31.6	<0.1	8.2	4.8
2018	3.1	21.9	19.1	<0.1	1.7	1.3
2019	65.1	20.0	18.5	<0.1	1.6	1.2
AQMD Thresholds	75	100	550	150	150	55
Bradley West Project Peak Daily Emissions	**362**	**1,987**	**1,216**	3	**1,264**	**319**
Would Currently Proposed Project Result in a New Significant Impact of a Substantial Increase in the Severity of a Previously Disclosed Significant Impact?	No	No	No	No	No	No

Notes: VOC - volatile organic compounds, NOx - nitrogen oxides, CO - carbon monoxide, SO_2 - sulfur dioxide, and $PM_{10/2.5}$ - particulate matter. Emissions representing a significant impact shown in **bold** type.

Checklist Determination*:* *Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a New EIR*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

The proposed refinements to the Bradley West Project, specifically, the development of the BHS North Structure and North Tunnel, would not increase the severity of previously identified air quality impacts, nor would they result in any new significant effects related to air emissions that were not previously identified in the Bradley West Project EIR. All LAX Master Plan Commitments and mitigation measures previously adopted for the approved Bradley West Project will apply to the proposed BHS North Structure and North Tunnel described herein, as applicable. Relative to air quality, those commitments and mitigation measures include: MM-AQ-1. LAX Master Plan - Mitigation Plan for Air Quality, MM-AQ-2. Construction-Related Measure including the emissions reduction measures shown in Table 4.4-6 of the Bradley West Project EIR. Therefore, the impacts to air quality as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.4 *Biological Resources*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?						X
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?						X
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?						X
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?						X
e) Conflict with any local policies or ordinances protecting , such as a tree preservation policy or ordinance?						X
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?						X

Discussion: The Bradley West Project EIR indicated that sensitive biological resources occur within undeveloped areas of the airport, including as related to certain potential construction staging/parking areas for the Bradley West Project, but, with mitigation, there would be no significant impacts. The BHS North Structure and North Tunnel project site is located near the center of the airport, which is highly developed and completely devoid of any biological resources. The construction staging and laydown area for the project would be set up within the general boundaries of the project site. There are no

riparian/wetland areas, trees, or wildlife movement corridors at or adjacent to the site for the proposed BHS North Structure and North Tunnel. The subject area is not within any current or proposed Habitat Conservation Plan or Natural Community Conservation Plan.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No substantial changes in the biological environment have occurred since certification of the Bradley West Project EIR, and no new biological resources have been identified within the vicinity of the proposed BHS North Structure and North Tunnel site.

Based on the above, construction and operation of the proposed BHS North Structure and North Tunnel would not affect any biological resources, and no new significant biological impact or a substantial increase in previously identified biological impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the impacts to biological resources as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.5 *Cultural Resources*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Cultural Resources Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?					X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X	
d) Disturb any human remains, including those interred outside of formal cemeteries?					X	

Discussion: As discussed in Section 5.4.5 of the Bradley West Project EIR, specifically on pages 5-49 through 5-51, implementation of the Bradley West Project would not impact any significant historic resources because there are none within the Project area. However, the EIR concluded that

grading/excavation associated with construction of the project, which could extend down 25 to 30 feet below surface, may uncover previously undiscovered archaeological or paleontological resources, which could be unexpectedly encountered and damaged. The EIR found that such an impact would be significant. The Bradley West Project EIR identifies three mitigation measures to address that potential impact, including: MM-HA (BWP)-1, Conformance with LAX Master Plan Archaeological Treatment Plan; MM-PA (BWP)-1, Conformance with LAX Master Plan Paleontological Management Treatment Plan; and, MM-PA (BWP)-2. Construction Personnel Briefing. Implementation of those mitigation measures would ensure Bradley West Project impacts to archaeological and paleontological resources would be less than significant.

Development of the proposed BHS North Structure and North Tunnel would include subsurface excavation similar to that previously contemplated in the Bradley West Project EIR. Thus, the same potential for unexpectedly encountering archaeological or paleontological resources exists. As with all of the Bradley West Project, development of the BHS North Structure and North Tunnel would be subject to the requirements of the three aforementioned mitigation measures, which serve to ensure that impacts to archaeological and paleontological resources would be less than significant.

Checklist Determination*:* *Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a New EIR*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No substantial changes to cultural and paleontological resources have occurred since certification of the Bradley West Project EIR, and no new cultural or paleontological resources have been identified within the vicinity of the proposed BHS North Structure and North Tunnel.

Based on the above, no new significant cultural or paleontological impacts or a substantial increase in previously identified cultural or paleontological impacts would occur as a result of the proposed BHS North Structure and North Tunnel. All mitigation measures previously adopted for the approved Bradley West Project will apply to the proposed BHS North Structure and North Tunnel described herein, as applicable. Therefore, the impacts to cultural/paleontological resources as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.6 *Geology and Soils*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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:					X	
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.					X	
ii) Strong seismic ground shaking?						
iii) Seismic-related ground failure, including liquefaction?					X	
iv) Landslides?						X
b) Result in substantial soil erosion or the loss of topsoil?					X	
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?					X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?					X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?						X

Discussion: As discussed in Section 5.10.5 of the Bradley West Project EIR, specifically on pages 5-87 and 5-88, implementation of the Bradley West Project would not result in any significant impacts related to geology and soils. Development of the proposed BHS North Structure and North Tunnel would occur in the same geotechnical setting as that of the Bradley West Project and involve comparable types of improvements (i.e., excavation for, and development of, subsurface structures, and development of at-grade building on airfield apron area). No significant soils or geology impacts would result from the BHS North Structure and North Tunnel.

Checklist Determinations — Issues a) I through iii, and b) through d): *Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a New EIR*
Issues a) iv and e): *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No changes in geology and soils have occurred in the project area since certification of the Bradley West Project EIR, and no new information on geology and soils has been identified within the vicinity of the proposed BHS North Structure and North Tunnel.

None of the refinements to the Bradley West Project, specifically the proposed development of the BHS North Structure and North Tunnel, involve new significant impacts or a substantial increase in previously identified impacts to geology, soils, or mineral resources. Therefore, the impacts to geology and soils as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.7 *Greenhouse Gas Emissions*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Greenhouse Gas Emissions Would the project:						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?					X	

Discussion: Section 4.6.9 of the Bradley West Project EIR concluded that the Bradley West Project would result in significant and unavoidable impacts, both project-specific and cumulative, to global climate change. The BHS North Structure and North Tunnel do not propose any changes to the operational characteristics of the Bradley West Project other than the rerouting of outbound baggage to the proposed structure for temporary storage and loading onto baggage tugs (Note: All of the baggage would still be

temporarily stored and loaded onto baggage tugs for transport to departing aircraft even if the proposed project was not implemented).

Construction-related GHG emissions associated with the total development of the Bradley West Project represent less than one percent of the total operations-related emissions of the Bradley West Project, and the scale of development associated with construction BHS North Structure and North Tunnel would represent only a small fraction of the overall Bradley West Project development, and would not result in a substantial increase in the severity of the global climate change impact identified in the Bradley West Project EIR. More specifically, the air quality analysis completed for the BHS North Structure and North Tunnel (see Appendix A to this Addendum) included estimates of greenhouse gas emissions, presented in terms of tons of carbon dioxide equivalent (CO_{2e}) emissions associated with construction and operation of the proposed BHS North Structure and North Tunnel. The construction-related CO_{2e} emissions would result in an approximately 0.6 percent increase in construction emissions compared to the Bradley West Project as approved (i.e., proposed BHS North Structure and North Tunnel construction-related CO_{2e} emissions would be approximately 635 tons compared to 96,952 tons for construction of the Bradley West Project - see Table 4.6-3 of the EIR). The operations-related CO_{2e} emissions associated with the proposed BHS North Structure and North Tunnel would result in an approximately 0.1 percent increase in operations emissions comparted to the Bradley West Project as approved (i.e., proposed BHS North Structure and North Tunnel operations-related CO_{2e} emissions would be approximately 1,079 tons per year compared to 820,924 tons per year for construction of the Bradley West Project - see Table 4.6-4 of the EIR). As such, there would not be a substantial increase in the severity of the significant impact related to global climate change, as reflected by GHG emissions, that was identified in the Bradley West Project EIR.

Checklist Determination*:* *Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a New EIR*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

None of the refinements to the Bradley West Project involve new significant impacts or a substantial increase in previously identified impacts to GHG emissions. All mitigation measures and Master Plan Commitments previously adopted for the approved Bradley West Project, including MM-AQ-1: LAX Master Plan-Mitigation Plan for Air Quality, MM-AQ-2: Construction-Related Measure, and SW-3: Requirements for the Recycling of Construction and Demolition Waste as related to GHG emissions in Section 4.6 of the Bradley West Project EIR, will apply to the proposed BHS North Structure and North Tunnel described herein, as applicable. Therefore, the impacts to GHG emissions as a result of the

proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR

5.8 *Hazards and Hazardous Materials*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?						X
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?						X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?						X
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?						
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?						X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?						X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?						X
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?						X

Discussion: The Bradley West Project EIR addressed the likelihood of construction activities encountering known soil contamination during site excavation, but determined that implementation of Master Plan Commitments C-1, C-2, ST-9, ST-12, ST-14, ST-16 through ST-22, FP-1, and HM-2, as well

as compliance with the LAWA Procedure for the Management of Contaminated Materials Encountered During Construction, would ensure that any impacts relative to hazardous materials associated with construction of the Bradley West Project would be less than significant. The proposed BHS North Structure and North Tunnel are located within a previously developed active part of the airport that does not involve hazards and hazardous materials, and the nature of the proposed facility's operation would not create hazards or generate hazardous materials/emissions. More specifically, the Bradley West Project EIR acknowledged the presence of contaminated soils within the Bradley West Project area, at which such soils were subsequently encountered during grading of the Bradley West Project and were managed, removed, and disposed of in accordance with applicable federal, state, and local regulations. The currently proposed BHS North Structure and North Tunnel are located within areas previously excavated in conjunction with the Bradley West Project. As such, it is not anticipated that contaminated soils will be encountered during excavation for the currently proposed project. Notwithstanding, in the event that contaminated soils are unexpectedly encountered during site development, potential impacts would be reduced to a level that is less than significant through implementation of the LAWA "Procedure for the Management of Contaminated Materials Encountered During Construction," [6] which was developed in accordance with Master Plan Commitment HM-2, Handling of Contaminated Materials Encountered During Construction. Implementation of Master Plan Commitment HM-2 and the aforementioned related Procedure that implements it, for addressing the potential environmental effects of grading, excavating and other construction activities for the Bradley West Project that involve handling of contaminated materials and concluding that the impacts would be less than significant is further described on page 5-98 of the Bradley West Project EIR. While construction of the currently proposed project would involve the use of chemicals and other hazardous materials such as fuels and lubricants for equipment, paints, solvents, and other such materials that are common to most construction projects, the management of such materials is subject to numerous existing regulations including, but not limited to, those set forth by the state and federal Occupational Safety and Health Administration (see page 5-99 of Bradley West Project EIR) and those that would occur in complying with the requirements of the state of California Construction General Permit, as would be carried forth in the construction Stormwater Pollution Prevention Plan (SWPPP - see Bradley West Project EIR Section 5.3.5.1) prepared for, and applicable to, the currently proposed project. Regarding operation of the currently proposed project, the storage of outbound baggage that has already been screened and loading of that baggage onto baggage tugs for transport to departing aircraft is not considered to pose any risks relative to hazards and hazardous materials.

6 City of Los Angeles, Los Angeles World Airports, Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Procedure for the Management of Contaminated Materials Encountered During Construction, 2005.

Development of the BHS North Structure and North Tunnel at the proposed site would not interfere with any adopted emergency response or evacuation plan.

The BHS North Structure and North Tunnel site and surrounding areas are completely developed; there are no fire hazard areas containing flammable brush, grass, or trees on the project. Furthermore, the BHS North Structure and North Tunnel site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan.

In addition to evaluation of the aforementioned potential hazardous materials and hazards, the Bradley West Project EIR addressed potential impacts associated with human health risks from construction-related and operations (aircraft)-related toxic air contaminants (TACs). As indicated in Section 4.5.9 of the EIR, levels of significance for the Bradley West Project were summarized as: (1) Project-related cancer risks for Bradley West Project construction and Bradley West Project-specific operational impacts would be below the level of significance of 10 in one million for potentially exposed residents (adults and young child through adulthood [adult + child]), school children, and adult workers within the study area; (2) Project-related chronic non-cancer hazard indices for Bradley West Project construction and Bradley West Project-specific operational impacts would be below thresholds of significance for all receptor types (i.e., child resident, school child, adult resident, and adult worker); (3) Project-related acute non-cancer hazard indices would not exceed the threshold of significance of 1 for any target organ system at any modeled receptor location; (4) Estimated maximum air concentrations for all TACs at on-airport locations would not exceed PEL-TWA or TLVs for workers; and (5) Estimated cumulative risks and hazards from emissions for concurrent construction projects at LAX would not be measurable against urban background conditions in the South Coast Air Basin. Implementation of the BHS North Structure and North Tunnel Project would not alter those conclusions. The construction-related health risks addressed in the EIR were based on particulate matter including diesel particulate matter and volatile organic compound (VOC) emissions occurring during the construction program for the Bradley West Project. Table 4.5-6 in the Bradley West Project EIR presents the cancer risks and chronic non-cancer human health hazards for maximally-exposed individuals associated with construction and operation of the Bradley West Project. As indicated in the subject table, the estimated cancer risks range from 0.1 to 5, which are well below the threshold of significance of 10, and the estimated non-cancer risks range from 0.003 to 0.03, which are also well below the threshold of significance of 1. Table 4.4-8 in the Bradley West Project EIR presents the total unmitigated criteria pollutant emissions associated with construction of the Bradley West Project. As shown in the subject table, the total construction-related emissions of VOCs (as ROG) are estimated to be 92.42 tons and the total construction-related emissions of PM10 are

estimated to be 223.82 tons. The total construction-related emissions of VOCs (as ROG) for the BHS North Structure and North Tunnel are estimated to be 1.50 tons and the total construction-related emissions of PM10 are estimated to be 0.49 ton. The non-cancer chronic health hazards are influenced primarily by VOC emissions and an increase of 1.6 percent in VOC emissions for the Bradley West Project that would result from the addition of emissions from the North Structure and North Tunnel Project would not cause the related values in Table 4.5-6 to increase by 34-fold, as would be necessary for the highest value for non-cancer chronic health hazards (i.e., 0.03) to exceed the applicable threshold of significance of 1. Similarly, a 0.2 percent increase in PM10 emissions for the Bradley West Project that would result from the addition of emissions from the North Structure and North Tunnel Project would not cause the related values in Table 4.5-6 to increase by 100 percent, as would be necessary for the highest value for cancer risks (5) to exceed the applicable threshold of significance of 10. Based on the above, implementation of the BHS North Structure and North Tunnel Project would not result in a new significant impact related to human health risk.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

The proposed BHS North Structure and North Tunnel do not involve new significant impacts or a substantial increase in previously identified impacts regarding hazards or hazardous materials. All mitigation measures previously adopted for the approved Bradley West Project will apply to the proposed BHS North Structure and North Tunnel described herein, as applicable. Therefore, the impacts to hazards and hazardous materials as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.9 *Hydrology and Water Quality*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Hydrology and Water Quality Would the project:						
a) Violate any water quality standards or waste discharge requirements?						X
b) Substantially deplete groundwater						X

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?						X
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?						X
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?						X
f) Otherwise substantially degrade water quality						X
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?						X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows						X
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?						X
j) Inundation by seiche, tsunami, or mudflow?						X

Discussion: The site of the proposed BHS North Structure and North Tunnel is completely developed and covered entirely by paved impervious surfaces. Development of the proposed project, involving the construction of a new building on a site that is currently airfield apron area, would not result in any changes to existing surface drainage patterns, groundwater or water quality. As such, it would not: deplete or affect groundwater; alter existing drainage patterns; create or contribute to runoff is excess of stormwater drainage system capacity; or cause a flooding hazard.

Construction of the proposed BHS North Structure and North Tunnel could result in short-term impacts to surface water (i.e., stormwater) quality, due to grading and other temporary surface disturbance such as concrete sawing, vehicles/equipment traveling over graded areas, etc. However, compliance with the requirements of the state Construction General Permit, including preparation and implementation of a construction SWPPP that specifies best management practices (BMPs) for the project would serve to minimize any temporary hydrology or water quality impacts. As such, construction activities would not substantially degrade water quality.

Operation of the proposed facility would not affect hydrology or water quality, given that main activities associated with the facilities would occur indoors and the baggage tugs going to and from the facility would still be on the airfield transporting the same outbound baggage to departing aircraft regardless of the project.

The BHS North Structure and North Tunnel site is located within the boundaries of the LAX Master Plan study area, and as indicated in the LAX Master Plan FEIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries. Further, the BHS North Structure and North Tunnel do not involve the construction of housing; therefore, the BHS North Structure and North Tunnel will have no impact regarding flood hazards.

As delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas Map, the proposed BHS North Structure and North Tunnel site is not within a boundary of an inundation area from a flood control basin. Further, the BHS North Structure and North Tunnel is not located within the downstream influence of any levee or dam.

Lastly, the proposed BHS North Structure and North Tunnel site is located approximately 1.8 miles east of the Pacific Ocean and is not delineated as a potential inundation or tsunami affected area on the City of Los Angeles Inundation and Tsunami Hazard Areas Map. Seiches and mudflows are not a risk as the proposed BHS North Structure and North Tunnel site is completely developed.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

The proposed BHS North Structure and North Tunnel would not result in any new significant hydrologic/water quality impacts, and no substantial increase in previously identified hydrologic/water quality impacts would occur with implementation of applicable laws, regulations, and mitigation as

discussed above. Therefore, the impacts to hydrology and water quality as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.10 *Land Use and Planning*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Land Use and Planning Would the project:						
a) Physically divide an established community?						X
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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?						X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?						X

Discussion: As described in Section 5.1.5.1 of the Bradley West Project EIR, implementation of the Bradley West Project would not conflict with existing plans including the SCAG Regional Comprehensive Plan, SCAG Regional Transportation Plan, SCAG Regional Transportation Improvement Program, Los Angeles County Airport Land Use Plan, Long Range Transportation Plan for Los Angeles County, LAX Plan, LAX Specific Plan, and Los Angeles Airport/El Segundo Dunes Specific Plan. Based on the nature and location of the currently proposed project, being a building and tunnel adjacent to existing terminal structures in the middle of the airport, which would provide for the temporary storage and loading of outbound baggage, implementation of the proposed project would not change the analysis or conclusions of the plan consistency analysis in the Bradley West Project EIR. Additionally, it should be noted that the project site's land use designation under each plan is Airport Airside, at which the proposed BHS North Structure and North Tunnel are compatible with that land use designation. There is no habitat conservation plan or natural community conservation plan applicable to the project site.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

Based on the above, no new significant land use impacts or substantial increase in previously identified land use impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the impacts to land use and planning as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.11 *Mineral Resources*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?						X
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?						X

Discussion: As described in Section 5.7.5.1 of the Bradley West Project EIR, implementation of the Bradley West Project would not result in any significant impacts related to natural resources, including mineral resources. No impacts to the availability of mineral resources would occur from the proposed BHS North Structure and North Tunnel. The proposed project would occur on land that is currently and has been historically used for aviation and aviation related purposes. The project site, the Airport as a whole, and the surrounding areas are not known to contain any significant mineral resources of value to the region or residents of the state. There are no actively mined mineral or timber resources on the project site, nor is the site available for mineral resource extraction given the existing airport uses.

Checklist Determination*: No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No changes to mineral resources in the project area have occurred since certification of the Bradley West Project EIR, and no new mineral resources have been identified within the vicinity of the BHS North Structure and North Tunnel site.

Based on the above, no new significant mineral resource impacts or substantial increase in previously identified mineral resource impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the impacts to mineral resources and the proposed RTR facility relocation site modifications would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.12 *Noise*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Noise						
Would the project:						
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?						X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?						X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?						X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?						X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?						X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?						X

Discussion: Section 4.8 of the Bradley West Project EIR concluded that the Bradley West Project would not result in any significant impacts related to project operations and that significant construction-related noise impacts would be reduced to a less than significant level through implementation of mitigation measures set forth in the LAX Master Plan EIR.

The proposed BHS North Structure and North Tunnel would not change operations at the airport. Implementation of the project would enable LAWA to better accommodate the temporary storage and transport of outbound baggage in light of changed conditions related to the screening/processing of

baggage that would be at LAX irrespective of the project, and would affect number, type, or flight characteristics of aircraft operating at LAX nor would it affect the number of passengers using LAX and/or their ground transportation characteristics in traveling to or from the airport. As such, the Bradley West Project EIR conclusions regarding operational noise impact being less than significant would not be changed by the project.

The significant noise impacts analyzed in the EIR and associated with the construction of Bradley West Project was limited to construction staging and laydown areas located in proximity to noise-sensitive uses such as school and residential uses in Westchester. Construction-related noise generated at the Bradley West Project site was determined in the EIR analysis to be well below the threshold of significance by the time it reaches noise-sensitive areas adjacent to the airport. More specifically, Section 4.8.6 of the Draft EIR indicates that based on a 24-hour construction site CNEL of 89 dBA at 50 feet from the source, the projected Bradley West Project construction noise level at the nearest noise-sensitive use (i.e., residential development) in Westchester from construction activity along the northern edge of the project site would be 64 dBA CNEL. The existing ambient CNEL at that location is approximately 71 dBA; hence, the construction-related noise for the Bradley West Project, estimated in terms of CNEL with noise penalties applied to construction activity occurring during evening and nighttime periods, would be less than significant (i.e., construction activity would last more than 10 days in a three month period or would occur during the nighttime hours specified in the significance threshold, but the resultant noise level would not exceed ambient noise level by 5 dBA or more at a noise-sensitive use). At the nearest noise-sensitive use (i.e., residential development) in El Segundo relative to the Bradley West Project construction area, the 24-hour noise level from construction activities occurring along the southern edge of the project site would be 63 dBA CNEL, and the existing ambient CNEL at the nearest area of residential development is approximately 70 dBA; hence, the construction-related noise of the Bradley West Project would be less than significant. In the case of the proposed BHS North Structure and North Tunnel, construction-related noise would be limited to the project site, including construction staging and laydown that will occur within the limits of the project site, which would be on a smaller scale and lesser intensity than the Bradley West Project and would be located near the center of the airport, which would be farther away from the noise sensitive land uses addressed in the Bradley West Project EIR (i.e., would be farther away from Westchester, relative to the northern edge of the Bradley West Project [2,950 feet vs. 2,375 feet], and farther away from El Segundo, relative to the southern edge of the Bradley West Project [5,600 feet vs. 4000 feet]). As such, the BHS North Structure and North Tunnel Project construction noise levels at the nearest noise sensitive uses would be less than those of the Bradley West Project and, therefore, less than significant.

The proposed BHS North Structure and North Tunnel site is not located within the vicinity of a private airstrip, but rather within a public airport.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

Based on the above, no new significant noise or vibration impacts or a substantial increase in previously identified noise impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, noise and vibration impacts as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.13 *Population and Housing*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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)?						X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?						X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?						X

Discussion: As described in Section 5.2.5.1 of the Bradley West Project EIR, implementation of the Bradley West Project would not result in any significant impacts related to population, housing, employment, or growth inducing impacts. The proposed BHS North Structure and North Tunnel do not include any development of new housing, businesses, or other facilities that would induce substantial population growth. The proposed BHS North Structure and North Tunnel are located on airport property in an area where no currently existing housing has been developed nor residential population is located. Thus, no effect to population and housing is expected.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

Based on the above, no new significant population and housing impacts or a substantial increase in previously identified population and housing impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, population and housing impacts as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.14 *Public Services*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Public Services						
Would the project:						
a) 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:						X
Fire protection?						X
Police protection?						X
Schools?						X
Parks?						X
Other public facilities?						X

Discussion: Section 5.13 of the Bradley West Project EIR found that project-related impacts to public services, including fire protection, police protection, schools, parks/recreation, and libraries, had been accounted for in the LAX Master Plan EIR and were determined to be less than significant. Construction and operation of the proposed BHS North Structure and North Tunnel would not require or affect public services.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

Based on the above, no new significant public services impacts or a substantial increase in previously identified public services impacts would occur as a result of the proposed BHS North Structure and North

Tunnel. Therefore, the public services impacts and proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.15 *Recreation*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Recreation Would the project:						
a) Would the project 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?						X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?						X

Discussion: As noted above, recreation was included in Section 5.13 of the Bradley West Project EIR and found the impacts to be less than significant. The BHS North Structure and North Tunnel would not involve or affect recreation or recreational facilities.

Checklist Determination*:* *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

No substantial changes to recreational resources have occurred in the project area since certification of the Bradley West Project EIR, and no new recreational resources have been identified within the vicinity of the proposed BHS North Structure and North Tunnel site.

Based on the above, no new significant recreation impacts or a substantial increase in previously identified recreation impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the impacts to recreation as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.16 *Transportation/Traffic*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
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?					X	
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?						X
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?						X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?						X
e) Result in inadequate emergency access?						X
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?						X

Discussion: Sections 4.1 and 4.2 of the Bradley West Project EIR addresses on-airport and off-airport operational traffic impacts, respectively, associated with operation of the Bradley West Project, based on increased passenger activities anticipated to occur by project buildout compared to conditions at the time the EIR was prepared. The proposed BHS North Structure and North Tunnel improvements would not increase or otherwise affect the passenger activity levels anticipated for the Bradley West Project; the improvements would simply be an integral part of the existing baggage processing system developed for the Bradley West Project.

Section 4.3 for the Bradley West Project EIR addresses construction-related surface transportation impacts, which, as indicated on page 4-183 of the Draft EIR, focuses on the peak construction period that was anticipated to occur in the fourth quarter of 2011. That phase of construction included major elements of the project including, but not limited to, construction of the new north concourse and associated gates and apron areas, as well as foundation work for the new western portion of the Bradley West Core (i.e., westerly expansion of the TBIT Core). The EIR analysis of construction-related surface transportation impacts also evaluated cumulative impacts associated with the overlap of the construction schedules of other projects at and around LAX with that of the Bradley West Project, at which it was determined that the peak cumulative projects construction period would occur in the fourth quarter of 2010. The impacts analysis determined that four intersections would be significantly impacted by both project-specific construction traffic and cumulative construction traffic. The four intersections included: La Cienega Boulevard/Century Boulevard (DEIR Intersection #36); Imperial Highway/Main Street (DEIR Intersection #68); Imperial Highway/Pershing Drive (DEIR Intersection #69); and, Sepulveda Boulevard/Manchester Avenue (DEIR Intersection #114). The Draft EIR determined that potential improvements to address the impacts at Intersections #36 and #114 were infeasible, but there were feasible improvements that could be implemented at Intersections #68 and #69 to reduce both project-specific traffic impacts and cumulative impacts to levels that would be less than significant. The subject improvements at Intersections #68 and #69 have since been fully completed.

As indicated above, the construction traffic impacts analysis approach for the Bradley West Project looked at the overall 5-year construction program for the project and identified the peak quarter when the construction activities would be at their highest, thereby providing a conservative analysis, understanding that the traffic impacts during other times of the construction program would be less than those disclosed in the Draft EIR. The nature and size/scale of the currently proposed BHS North Structure and North Tunnel improvements are substantially less than the nature and extent of Bradley West Project improvements addressed in the Bradley West Project EIR. Specifically, the construction materials costs estimate for the Bradley West Project, as used in the construction traffic analysis, were $444,185,000, whereby the total construction materials costs estimated for the BHS North Structure and North Tunnel are $43,000,000 (i.e., approximately 9.7 percent of the cost basis used in the EIR construction traffic analysis). In addition to the fact that the nature and size/scale of the currently proposed project are substantially less than those of the Bradley West Project, construction of the currently proposed project would occur well after the Bradley West Project peak construction period that was anticipated to occur in the fourth quarter of 2011. Currently, the remaining aspects of the Bradley West Project that are currently under construction are limited to final interior improvements (i.e., interior “punch-list” items) within small portions of the Bradley West concourses and core area and the final phases of the Bradley West north

loading dock. Based on the above, construction of the BHS North Structure and North Tunnel would not add to the construction peak traffic addressed in the Bradley West Project EIR, which was the basis for determining whether significant construction impacts would occur, and the construction intensity of the currently proposed project, as reflected by the relative construction dollar value of the currently proposed project (i.e., approximately one-tenth of that of the Bradley West Project), would not result in a construction peak greater than that identified in the EIR. As such, construction of the BHS North Structure and North Tunnel would not result in new significant traffic impacts or result in a substantial increase in the severity of the previously identified construction-related traffic impacts presented in the Bradley West Project EIR.

Checklist Determinations — Issue a)*: Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a New EIR*

Issues b) through e): *No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

Based on the above, no new significant traffic impacts or a substantial increase in previously identified traffic impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the traffic impacts as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

5.17 *Utilities and Service Systems*

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
Utilities and Service Systems Would the project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?					X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					X	
c) Require or result in the					X	

Issues (and supporting Information Sources)	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing New or Greater Significant Effects than Previous EIR	New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR	Less Than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR	No Impact
construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?						
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?					X	
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?					X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs					X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?					X	

Discussion: As described in Section 5.3.5.1 of the Bradley West Project EIR, implementation of the Bradley West Project would not result in any significant impacts related to stormwater drainage system capacity. As described in Section 5.8.5.1 of the Bradley West Project EIR, implementation of the Bradley West Project would not result in any significant impacts related to solid waste generation. As described in Section 5.12.5.1 of the Bradley West Project EIR, implementation of the Bradley West Project would not result in any significant impacts related to water demand or wastewater generation. The proposed 86,500 square foot BHS North Structure and North Tunnel, being a warehouse type use involving the temporary storage and routing/handling of baggage and would have only a negligible demand on electrical service for facility operations, as well as water, wastewater disposal, and solid waste removal/disposal associated with onsite employee restrooms and breakroom area. By comparison, the utilities impacts of the Bradley West Project, which were determined to be less than significant, were based on the addition of 1,046,990 square feet of terminal uses, which have much higher intensity per square foot relative to water demand, wastewater generation, and solid waste generation. The provision of such utilities and services would be extended from the adjacent Bradley West/TBIT and MSC facilities, with no material increase in the demands for utilities and services that would already occur with those facilities, including: water consumption; wastewater generation, conveyance, and treatment/disposal; solid waste disposal and associated landfill capacity; and compliance with federal, state, and local statutes and regulations related to solid waste.

Checklist Determination*: No Impact*

Conclusion Regarding Applicability of CEQA Guidelines Section 15162:

Based on the above, no new significant public utilities and service system impacts or a substantial increase in previously identified public utilities and service system impacts would occur as a result of the proposed BHS North Structure and North Tunnel. Therefore, the public utilities and service system impacts as a result of the proposed BHS North Structure and North Tunnel would not trigger any of the conditions described in CEQA Guidelines, Section 15162 calling for preparation of a subsequent or supplemental EIR.

6. Cumulative Impacts

Aesthetics

As described above in Section 5.1, implementation of the proposed project would not affect any scenic vistas, damage any scenic resources, degrade the existing visual character or quality of the site and its surroundings, or create a new source of substantial light or glare. As such, the project would not contribute to cumulative impacts related to aesthetics.

Agricultural Resources

As described above in Section 5.2, there are no agricultural resources at or near the project site. As such, the project would not contribute to cumulative impacts related to agricultural resources.

Air Quality

The geographic scope of analysis for cumulative air quality impacts is the South Coast Air Basin. As described above in Section 5.3, and shown in Table 1, presented earlier, construction of the Bradley West Project would result in significant impacts relative to emissions VOC, NOx, CO, PM10, and PM2.5, which was indicated in the Bradley West Project EIR as being a cumulatively considerable impact. Implementation of the proposed BHS North Structure and North Tunnel would add incrementally, but not substantially, to those emissions. As such, the conclusions of the Bradley West Project EIR would not change.

Biological Resources

As described above in Section 5.4, there are no biological resources that would be affected by the currently proposed project. As such, the project would not contribute to cumulative impacts related to biological resources.

Cultural Resources

The geographic scope of analysis for cumulative impacts to cultural resources is LAX. As described above in Section 5.5, there are no significant historic resources at the project site. The project site was previously excavated as part of the Bradley West Project and, given such disturbance, no archaeological or paleontological resources are expected to be encountered during project grading; however, implementation of MM-HA (BWP)-1, MM-PA (BWP)-1, and MM-PA (BWP)-1 ensures that impacts would be less than significant. Given that similar requirements for the protection of archaeological and paleontological resources also apply to other projects at LAX, potential cumulative impacts to archaeological and paleontological resources would be less than significant.

Geology and Soils

The geographic scope of analysis for cumulative impacts related to geology and soils is LAX. As described above in Section 5.6, no significant impacts related to geology and soils would result from implementation of the currently proposed project. Development of the project would occur in compliance with applicable provisions of the building code, which addresses geotechnical and soil considerations, as would also be the case for other development projects at LAX. Cumulative impacts related to geology and soils would be less than significant.

Global Climate Change

Global climate change associated with greenhouse gas emissions is considered to be a cumulative issue by nature; see discussion above in Section 5.7

Hazards and Hazardous Materials

The geographic scope of analysis for cumulative impacts related to hazards and hazardous materials is LAX. As described above in Section 5.8, no significant impacts related to hazards and hazardous materials would result from implementation of the currently proposed project. Development of the project would occur in compliance with applicable provisions of federal, state, and local requirements related to such potential hazards/materials, as would also be the case for other development projects at LAX. Cumulative impacts related to hazards and hazardous materials would be less than significant.

Hydrology and Water Quality

The geographic scope of analysis for cumulative impacts related to hydrology and water quality is the Imperial/Pershing sub-basin at LAX. As described above in Section 5.9, no significant impacts related to hydrology and water quality would result from implementation of the currently proposed project.

Development of the project would within an area that is already fully developed, as is also the case for other projects currently proposed in that sub-basin (i.e., Midfield Satellite Concourse-North, Terminal 1.5 Project, T2/T/3 Modernization Project). As such, no substantial changes in drainage patterns, groundwater, or water quality would occur from such cumulative development. Cumulative impacts would be less than significant.

Land Use and Planning

As described above in Section 5.10, implementation of the proposed project would not have impacts related to land use and plans consistency. As such, the project would not contribute to cumulative impacts related to land use and planning.

Mineral Resources

As described above in Section 5.11, implementation of the proposed project would not have impacts related to mineral resources. As such, the project would not contribute to cumulative impacts related to mineral resources.

Noise

The geographic scope of analysis for cumulative impacts related to noise is noise sensitive (residential) area located north of LAX (i.e., Westchester) and south of LAX (El Segundo). As indicated above in Section 5.12, the construction noise analysis for the Bradley West Project included a composite CNEL noise level of 89 dBA at 50 feet representative of all construction equipment and activities occurring over a typical 24-hour period. In applying that same composite construction noise level to each of the other LAX development projects in the general vicinity of the BHS North Structure and North Tunnel Project and having construction schedules that may overlap with the proposed project, such as the Midfield Satellite Concourse-North Concourse Project, the Terminal 3 Connector, the T2/T3 Modernization Project, and the Terminal 1.5 Project, the combined (cumulative) construction CNEL at the nearest residential area in Westchester (i.e., the apartment complex at the intersection of Westchester Parkway and Lincoln Boulevard) would be 68.4 dBA. The existing ambient CNEL at that location is approximately 71 dBA; hence, the cumulative construction noise level would be less than significant (i.e., the construction noise level would need to be 5+ dB higher than the existing ambient noise level to be significant). The cumulative construction noise level at the nearest residential development in El Segundo, which has an existing ambient CNEL of 70 dBA, would be much less than 68.4 dBA given the relatively greater distance from the cumulative projects area and the fact that construction noise from the T2/T3 Modernization Project, Terminal 3 Connector, and the Terminal 1.5 Project would be shielded from El Segundo by the intervening CTA structures.

Population and Housing

As described above in Section 5.13, implementation of the proposed project would not have impacts related to population and housing. As such, the project would not contribute to cumulative impacts related to population and housing.

Public Services

As described above in Section 5.14, implementation of the proposed project would not have impacts related to public services. As such, the project would not contribute to cumulative impacts related to public services.

Recreation

As described above in Section 5.15, implementation of the proposed project would not have impacts related to recreation. As such, the project would not contribute to cumulative impacts related to recreation.

On-Airport Surface Transportation

Section 4.1 of the Bradley West Project EIR determined that unmitigable cumulatively considerable impacts would occur at eight roadway links on the departures and arrivals levels within the Central Terminal Area (CTA). As indicated above, however, implementation of the proposed BHS North Structure and North Tunnel would not result in a change in passenger activity levels. Additionally, implementation of the project would not affect traffic circulation patterns within the CTA. As such, implementation of the proposed project would not result in a new or substantially more severe cumulatively considerable impact regarding on-airport surface transportation or otherwise affect the conclusions of the Bradley West Project EIR in that regard.

Off-Airport Surface Transportation

Section 4.2 of the Bradley West Project EIR determined that unmitigable cumulatively considerable impacts would occur at 12 intersections within the off-airport traffic analysis area. As indicated above, however, implementation of the proposed BHS North Structure and North Tunnel would not result in a change in passenger activity levels. Additionally, implementation of the project would not affect the off-airport traffic circulation patterns. As such, implementation of the proposed project would not result in a new or substantially more severe cumulatively considerable impact regarding off-airport surface transportation or otherwise affect the conclusions of the Bradley West Project EIR in that regard.

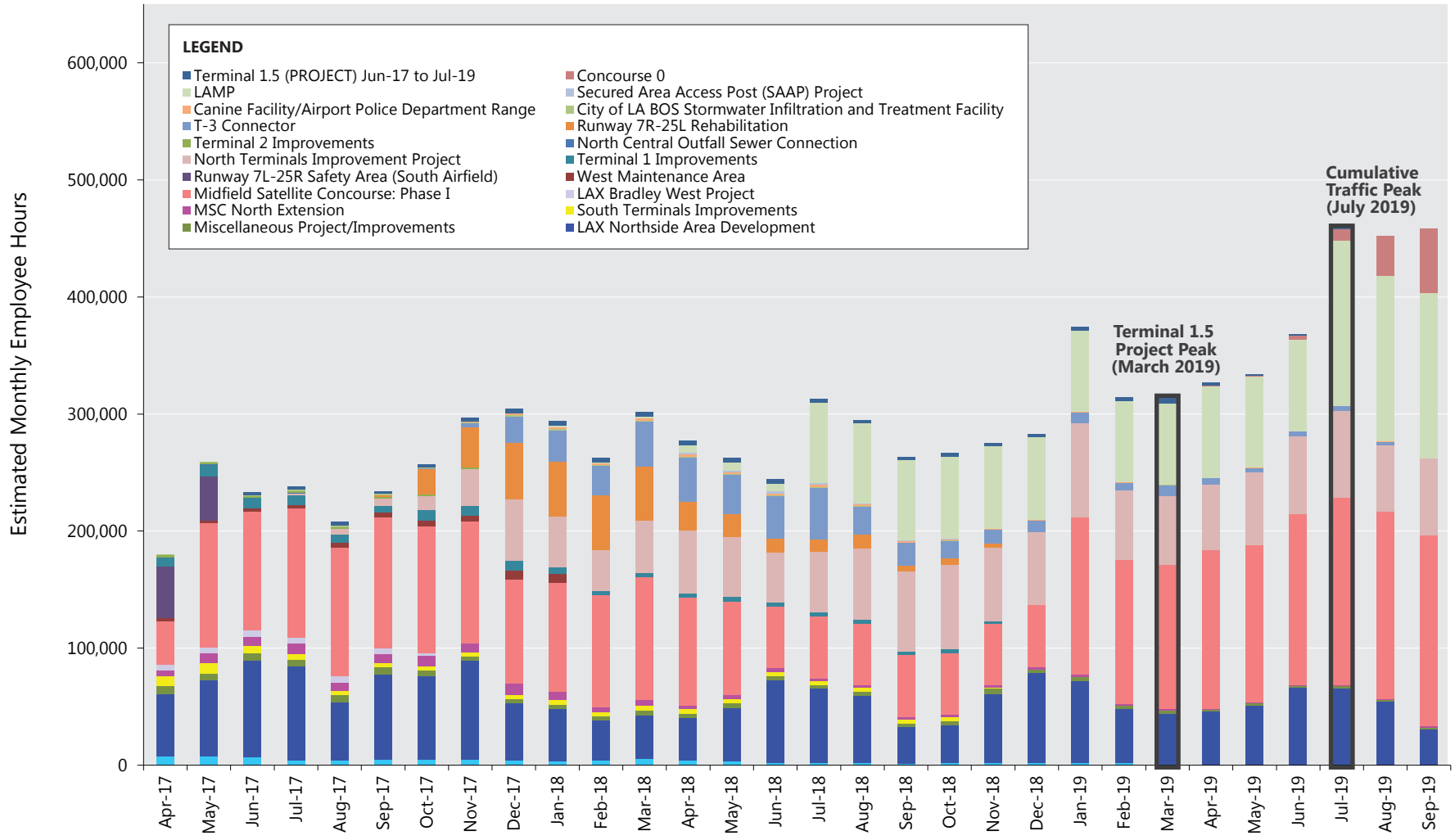
Construction Surface Transportation

Cumulative impacts to two of the four significantly impacted intersections would be mitigated to less-than-significant levels; however, cumulative impacts to the remaining two intersections would be significant and unavoidable.

The cumulative impacts analysis for construction surface transportation in the Bradley West Project EIR took into consideration the construction-related traffic for other development projects at and around LAX that would be under construction at the same time as the Bradley West Project. The construction period for the Bradley West Project was anticipated to occur from the fourth quarter of 2009 through to the second quarter of 2015, with the peak cumulative construction month projected to occur in the fourth quarter of 2010. As noted above in Traffic/Transportation, the proposed project represents less than 10 percent of the overall Bradley West Project that was addressed in the EIR and construction of the proposed project would occur well outside the time period when peak construction traffic for the Bradley West Project was anticipated to occur (fourth quarter 2011). As such, implementation of the proposed project would not result in a new significant construction traffic impact or a substantial increase in the severity of previously identified construction traffic impacts. For those same basic reasons why the BHS North Structure and North Tunnel construction traffic would not substantially affect the Bradley West Project's project-specific construction traffic impact analysis conclusions, the BHS North Structure and North Tunnel's construction traffic would not substantially affect the cumulative construction traffic impacts analysis conclusions in the Bradley West Project EIR (i.e., with the addition of the BHS North Structure and North Tunnel to the overall Bradley West Project, there would not be a new significant construction traffic impact or a substantial increase in the severity of previously identified significant construction traffic impacts). Even with an updated cumulative projects list, as reflected in recent LAX CEQA documents such as the Initial Study – Proposed Mitigated Negative Declaration for the LAX Terminal 1.5 Project,[7] to account for construction traffic associated with development projects that would occur after the 2009-2015 cumulative construction traffic analysis period addressed in the Bradley West Project EIR, including the period from June 2017 to March 2019 when the BHS North Structure and North Tunnel project is anticipated to be under construction, implementation of the proposed project would not result in a cumulatively considerable impact regarding construction surface transportation. That conclusion is based on the following assumptions and rationale.

Figure 7 presents the estimated employee (construction worker) hours for the currently proposed Terminal 1.5 (T1.5) Project and other concurrent construction projects based on the more current

[7] http://www.lawa.org/ourLAX/CurrentProjects.aspx?id=13739 (Last accessed on September 17, 2016)



Source: Ricondo & Associates, April 2016.
Prepared by: CDM Smith, June 2016.

LAX BWP EIR Addendum - BHS North Structure and North Tunnel	**Estimated Employee Hours for LAX T1.5 Project and Other Concurrent Construction Projects**	Figure 7

cumulative projects list that LAWA has compiled subsequent to completion of the Bradley West Project EIR. The figure presents the total/cumulative employee hours estimated on a month-by-month basis from April 2017 through September 2019, which generally coincides with the construction of the BHS North Structure and North Tunnel project that is anticipated to occur from June 2017 to March 2019. As shown in Figure 4, the cumulative total monthly employee hours would generally range between approximately 175,000 hours and approximately 460,000 hours. The estimates of employee hours were used to estimate cumulative construction traffic.

The "resource-loaded schedule" (i.e., estimated breakdown of employees and construction materials/costs by month over the course of the project construction program) developed for the Bradley West Project provides estimates of total employee hours and total construction material costs, which were used to formulate a ratio of employee hours to construction costs, which could then be used to estimate total employee hours for other related (cumulative) projects based on the estimated construction cost of each project, which, in turn, were used to estimate construction-related trip generation. Table 2 below presents the key factors from the Bradley West Project resource loaded schedule, as applied in developing assumptions for estimating the monthly employee hours for the BHS North Structure and North Tunnel project.

Table 2: Bradley West Project EIR Assumptions for Employee Hours Estimates as Applied to BHS North Structure and North Tunnel Construction Traffic Assumptions

Data Used to Estimate Construction Traffic Generation	Bradley West Project (BWP) EIR Factors	BHS North Structure and North Tunnel Project (Proposed Project) Assumptions	Basis of Assumptions for Proposed Project
Total Estimated Construction Material Costs	$444,185,000	$43,000,000	Preliminary cost estimate specific to Proposed Project
Total Estimated Employee Hours	4,483,000	433,984	Based on ratio of BWP Total Employee Hours to BWP Total Construction Material Costs
Average Monthly Employee Hours	74,717	20,665	Total Employee Hours divided by Total Construction Duration (60 months for BWP and 21 months for Proposed Project)

Source: CDM Smith, May 2016

As can be seen in reviewing Figure 4, the additional of approximately 21,000 monthly employee hours anywhere within the construction period of June 2017 through March 2019 would not exceed the cumulative traffic peak that is based on the current updated list of cumulative projects. It should also be noted that while the T1.5 Project is substantially larger than the BHS North Structure and North Tunnel

project (i.e., estimated construction cost for T1.5 Project is approximately $175 million), the construction traffic analysis completed for the T1.5 Project concluded that it would not have a cumulatively considerable impact relative to construction surface transportation. Even if the contribution of the T1.5 Project was increased by 50 percent in the cumulative construction traffics impacts analysis, as a conservative assumption for the addition of the BHS North Structure and North Tunnel even though it is only about 25 percent of the construction value of the T1.5 Project, the combined traffic would still not be cumulatively considerable. That can be seen in Table 8 of the T1.5 Project Initial Study where the changes in the cumulative volume to capacity (V/C) ratios for cumulative peak traffic with the T1.5 Project versus cumulative peak traffic without the T1.5 Project are presented, and even if those values are all increased by 50 percent, they would still not exceed the applicable threshold of significance that would constitute a cumulatively considerable construction traffic impact.

Based on the above, implementation of the BHS North Structure and North Tunnel project would not result in a new cumulatively considerable construction-related traffic impact nor would it substantially increase the cumulatively considerable construction-related traffic impact previously disclosed on the Bradley West Project EIR.

Utilities and Service Systems

The geographic scope of analysis for cumulative impacts related to utilities and service systems is LAX. As described above in Section 5.17, implementation of the proposed project would not have less than significant impacts related to utilities and service systems. The Draft EIR recently published for the LAX Landside Access Modernization Program (LAMP) found no significant cumulative impacts relative to utilities and service systems for the combination of various projects at LAX.

Analysis of the Change in the Project

The nature and characteristics of the proposed BHS North Structure and North Tunnel do not represent a substantial change to the overall Bradley West Project and, based on the discussions above, implementation of the currently proposed project would not substantially affect the analysis or conclusions regarding cumulative impacts that are addressed in the Bradley West Project EIR.

7. Assessment of Changes in Impacts

Section 15164 of the State CEQA Guidelines identifies the circumstances that permit the completion of an addendum. The State CEQA Guidelines state that, "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the

conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." The State CEQA Guidelines also require that a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

An explanation of why none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred is provided below.

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The changes to the Bradley West Project analyzed in this EIR Addendum constitute minor changes to the overall Bradley West Project. No new or different activities that have the possibility of resulting in a significant physical impact on the environment were identified in this Addendum.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The Bradley West Project and the expected operation of the Project have not changed with the modification assessed in this EIR Addendum. The BHS North Structure and North Tunnel is simply a reconfiguration of an essential component of the approved Bradley West Project, specifically, the baggage handling system, that was generally contemplated in the Bradley West Project EIR. The BHS North Structure and North Tunnel does not represent a substantial change in circumstances, no new significant environmental effects have been identified, and there would be no substantial increase in the severity of previously identified significant effects. There have not been any substantial changes in City regulations related to the Airport property. Further, there have not been any substantial changes in the federal or State rules related to Airport operations, aside from TSA’s modifications to the baggage screen machine algorithm and machine design, which are described in Section 1 of this Addendum.

(3) New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.

There is no evidence to suggest that the changes contemplated by this EIR Addendum would result in any new or more significant impacts on the environment. The Bradley West Project has not changed in a way that would result in a significant physical impact on the environment that is different from the potential impacts identified in the Bradley West Project EIR. All previously identified mitigation measures contained in the Bradley West Project EIR's Mitigation Monitoring and Reporting Program remain in effect and applicable per their terms.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.

None of the effects identified in this Addendum would be substantially more severe than identified in the Bradley West Project EIR. All of the effects identified in this Addendum would be similar to those identified in the Bradley West Project EIR.

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

The Bradley West Project has not changed in any way that would allow for significant physical changes in the environment beyond those already contemplated, analyzed, and disclosed in the Bradley West Project EIR. The modifications to the Bradley West Project have no effect on the mitigation measures contemplated during preparation of the Bradley West Project EIR, and no mitigation measures previously found not to be feasible would become feasible with the Project modifications. Further, all mitigation measures identified in the Bradley West Project EIR's Mitigation Monitoring and Reporting Program remain applicable.

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

This EIR Addendum concluded that there are would be no change to the significant impacts identified in the Bradley West Project EIR that would result from the change in location of the BHS North Structure and North Tunnel site. No additional mitigation measures or alternatives have been identified that would substantially reduce the significant impacts identified in the Bradley West Project EIR. Previously identified mitigation measures contained in the Bradley West Project EIR's Mitigation Monitoring and Reporting Program remain applicable.

8. Conclusion

Based on this analysis and the information contained in this EIR Addendum, there is no evidence that the proposed Project modifications require major changes to the Bradley West Project EIR, and only the technical changes in the scope of the Bradley West Project need to be documented. There are no substantial changes to the circumstances under which the Bradley West Project will be undertaken, and no new information of substantial importance which was not known and could not have been known when the Bradley West Project EIR was certified has since been identified. Therefore, the proposed minor modifications to the Bradley West Project do not meet the standards for a subsequent or supplemental EIR as provided pursuant to CEQA Guidelines, Section 15162. As such, this Addendum to the Bradley West Project EIR satisfies CEQA requirements for the proposed Bradley West Project modifications.

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APPENDIX A

Air Quality Emissions Estimate Technical Memorandum

KB Environmental Sciences

MEMORANDUM

Date: July 12, 2016

To: Anthony Skidmore, CDM Smith

From: Paola Pringle and Mike Kenney

Subject: Los Angeles International Airport (LAX) Construction Emissions Inventory for Bradley West Baggage Make-up Facility and North Tunnel Categorical Exclusion

I. Introduction & Purpose

The purpose of this memorandum is to document the methodology and outcomes of a construction emissions inventory prepared for the proposed Bradley West Baggage Make-Up Facility and North Tunnel (the *Project*) at LAX. The Project is intended to provide additional baggage screening and processing space northwest of the Tom Bradley International Terminal (TBIT). Specifically, the Project will consist of the construction of a baggage handling system (BHS) building (i.e., baggage "make-up facility) and an underground baggage tunnel system.

II. Methodology

The construction emissions inventory was computed using the latest version of the California Emissions Estimator Model (CalEEMod)[1] - an emissions tool used to quantify criteria pollutants (and their precursors) as well as greenhouse gases (GHGs) associated with both the construction and operations of various land use projects. The model is recommended for use by the South Coast Air Quality Management District (SCAQMD).

In brief, CalEEMod comprises an assortment of emission databases including the U.S EPA AP-42, the California Air Resources Board (ARB) on- and off-road vehicle emission models (i.e., EMFAC and OFFROAD) and information provided by various other entities such as the California Energy Commission (CEC) and CalRecycle.

Table 1 provides a summary listing of the primary input parameters, assumptions and default parameters used in CalEEMod to compute the Project's construction-related emissions inventory. This information and data are based on planning documents and design drawings for the Project combined with professional judgement. In some cases, the CalEEMod default values were also used.

Table 1: CalEEMod Input Parameters

Parameters	Data, Assumptions & Default Values
Land use	95,500 total square feet of commercial use (i.e., 86,500 and 9,000 square feet of BHS Building and baggage tunnel system, respectively).
Construction period	21 months (June 1st, 2017 - March 1st, 2019)
Construction activities	· Demolition - four weeks

[1] California Emissions Estimator Model (CaleeMod, version 2013.2), http://www.caleemod.com/.

and timeframes	▪ Site Preparation - five weeks ▪ Grading - two weeks ▪ Building construction - 18 months ▪ Paving - three weeks ▪ Architectural Coating - five weeks
Off-road equipment	CalEEMod defaults
Dust from material movement	4,000 cubic yards (i.e., 450 feet x 20 feet x 12 feet x 1 cubic yard per 27 cubic feet) of exported material from tunnel and 43,296 cubic yards (i.e., 46,760 square feet x 25 feet x 1 cubic yard per 27 cubic feet) of exported material from basement level during site preparation; amounting to approximately 38 acres of total disturbed area.
Demolition	Demolition of 91,250 square feet of apron area.

Trips and vehicle-miles travelled (VMT)	▪ Worker trips: 83/day
	▪ Construction vehicle/equipment trips:
	  ▪ 225 total trips during demolition (based on 6,760 cubic yards of removed material and a haul truck capacity of 30 cubic yards).
	  ▪ 1,577 total trips during site preparation (based on 47,296 cubic yards of materials exported and a haul truck capacity of 30 cubic yards).
	▪ CalEEMod defaults

On-road fugitive dust	CalEEMod defaults
Architectural coatings	121,620 and 18,260 square feet of non-residential interior and exterior area, respectively.

Sources: CDM Smith and KB Environmental Sciences, Inc. July 2016.

As shown in **Table 1**, the construction period is approximately 21 months in duration and is scheduled to take place during the years 2017, 2018 and 2019.

Copies of the CalEEMod input screens are attached to this memorandum.

III. Results

The results of the construction emissions inventory for the Project are provided in **Table 2 -** by pollutant and construction year. For ease of comparison to the applicable South Coast Air Quality Management District (AQMD) air quality significance thresholds for construction activities - the emissions are presented as pounds per day (lbs/day) and represent the maximum daily values by construction year.

Table 2: Maximum Daily Construction Emissions (pounds per day) Compared to AQMD Thresholds						
Year	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2017	3.7	45.5	31.6	<0.1	8.2	4.8
2018	3.1	21.9	19.1	<0.1	1.7	1.3
2019	65.1	20.0	18.5	<0.1	1.6	1.2
AQMD Thresholds	75	100	550	150	150	55
Below AQMD Thresholds?	Yes	Yes	Yes	Yes	Yes	Yes

Notes: VOC - volatile organic compounds, NOx - nitrogen oxides, CO - carbon monoxide, SO_2 - sulfur dioxide, and $PM_{10/2.5}$ - particulate matter.

As shown, the Project-related emissions are all below (i.e., within) the applicable SCAQMD thresholds for all pollutants and construction years, therefore it is in compliance with local and state standards.

Furthermore, to demonstrate that the project would not impact federal air quality standards under the Federal Clean Air Act (CAA), the Project-related emissions were also compared to the CAA's General Conformity *de-minimis* thresholds. These results are presented in **Table 3** in tons per year by construction year.

Table 3: Construction Emissions (tons per year) Compared to CAA General Conformity Thresholds						
Year	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2017	0.3	2.2	1.7	<0.1	0.3	0.1
2018	0.4	2.9	2.5	<0.1	0.2	0.2
2019	0.8	0.2	0.2	<0.1	<0.1	<0.1
Federal CAA Conformity *de-minimis* Levels	10	10	--	--	100	100
Below *de-minimis* Levels?	Yes	Yes	Yes	Yes	Yes	Yes

Notes: VOC - volatile organic compounds, NOx - nitrogen oxides, CO - carbon monoxide, SO_2 - sulfur dioxide, and $PM_{10/2.5}$ - particulate matter.

As shown, the Project-related emissions are all below (i.e., within) the applicable CAA General Conformity *de-minimis* levels for all pollutants and construction years, therefore it is in compliance with the National Ambient Air Quality (NAAQS).

IV. Responses to the Air Quality Questions of the FAA CATEX Form

The following section addresses the air quality questions in the FAA CATEX form associated with the project. For ease of understanding, questions are presented in **bold** and the responses follow.

1. **Is the project located in a Clean Air Act non-attainment or maintenance area?**

   Yes, the project site is located in the Los Angeles County sub-area of the South Coast Air Basin. Los Angeles County is partially designated as a nonattainment area for O_3 (which is evaluated using as surrogates volatile organic compounds [VOC] and nitrogen oxides [NOx]), inhalable particulate matter less than or equal to 2.5 µm in diameter ($PM_{2.5}$), and lead; an attainment or unclassified area for sulfur dioxide (SO_2), sulfates, hydrogen sulfide, and visibility reducing particles; and a maintenance area for inhalable particulate matter less than or equal to 10 µm in diameter (PM_{10}), nitrogen dioxide (NO_2), and carbon monoxide (CO).

2. **If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below de minimis levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.)**

   The project isn't exempt or presumed to conform.

   Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions.

   The project isn't specifically accounted for in the SIP or specifically exempted. The project falls well below the local/state AQMD thresholds as well as the federal CAA's General Conformity de-minimis thresholds, as shown in Table 2 and 3, respectively.

3. **Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990?**

   The project will not violate local, state, Tribal or Federal air quality standards. Again, the project falls well below the local/state AQMD thresholds as well as the federal CAA's General Conformity *de-minimis* thresholds, as shown in Tables 2 and 3, respectively.

Attachments

[End of Memo]

LAX BHS North_KBE Baseline

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	95.50	1000sqft	2.19	95,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Schedule provided by Project Applicant

Trips and VMT - KBE Assumptions

Grading -

Architectural Coating - Based on conceptual design from Project Applicant

Vehicle Trips - All workers at BHS North Structure will have already been at LAX in the existing baggage screening/handling area. New facility will simply provide an additional area for baggage handling and existing workers will move over there. As such, no net increase in vehicle trips/travel.

Energy Mitigation - LAWA sustainability requirements for use of high-efficiency lighting. Assume 25% lighting energy reduction, although likely higher in reality.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	47,750.00	18,260.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	143,250.00	121,620.00
tblConstructionPhase	NumDays	10.00	25.00
tblConstructionPhase	NumDays	220.00	362.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	3.00	25.00
tblConstructionPhase	PhaseEndDate	1/4/2019	1/6/2019
tblConstructionPhase	PhaseEndDate	1/25/2019	1/27/2019
tblGrading	MaterialExported	0.00	47,296.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripNumber	0.00	225.00
tblTripsAndVMT	HaulingTripNumber	0.00	1,577.00
tblTripsAndVMT	HaulingTripNumber	4,676.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	WD_TR	11.01	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2626	2.1925	1.6945	2.9400e-003	0.0924	0.1168	0.2091	0.0298	0.1103	0.1401	0.0000	256.2543	256.2543	0.0415	0.0000	257.1247
2018	0.4088	2.8642	2.4896	4.2700e-003	0.0571	0.1661	0.2232	0.0154	0.1591	0.1745	0.0000	354.6683	354.6683	0.0614	0.0000	355.9568
2019	0.8291	0.1571	0.1570	2.6000e-004	2.9300e-003	9.2600e-003	0.0122	7.8000e-004	8.7400e-003	9.5200e-003	0.0000	22.0627	22.0627	4.9000e-003	0.0000	22.1655
Total	**1.5005**	**5.2137**	**4.3410**	**7.4700e-003**	**0.1525**	**0.2921**	**0.4445**	**0.0460**	**0.2781**	**0.3241**	**0.0000**	**632.9852**	**632.9852**	**0.1077**	**0.0000**	**635.2470**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2626	2.1925	1.6945	2.9400e-003	0.0924	0.1168	0.2091	0.0298	0.1103	0.1401	0.0000	256.2541	256.2541	0.0415	0.0000	257.1245
2018	0.4088	2.8642	2.4896	4.2700e-003	0.0571	0.1661	0.2232	0.0154	0.1591	0.1745	0.0000	354.6679	354.6679	0.0614	0.0000	355.9565
2019	0.8291	0.1571	0.1570	2.6000e-004	2.9300e-003	9.2600e-003	0.0122	7.8000e-004	8.7400e-003	9.5200e-003	0.0000	22.0627	22.0627	4.9000e-003	0.0000	22.1655
Total	**1.5005**	**5.2137**	**4.3410**	**7.4700e-003**	**0.1525**	**0.2921**	**0.4445**	**0.0460**	**0.2781**	**0.3241**	**0.0000**	**632.9847**	**632.9847**	**0.1077**	**0.0000**	**635.2465**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4559	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5000e-003
Energy	5.6300e-003	0.0512	0.0430	3.1000e-004		3.8900e-003	3.8900e-003		3.8900e-003	3.8900e-003	0.0000	828.5501	828.5501	0.0193	4.8000e-003	830.4431
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	18.0276	0.0000	18.0276	1.0654	0.0000	40.4011
Water						0.0000	0.0000		0.0000	0.0000	5.3849	187.4688	192.8537	0.5575	0.0140	208.8939
Total	**0.4615**	**0.0512**	**0.0442**	**3.1000e-004**	**0.0000**	**3.8900e-003**	**3.8900e-003**	**0.0000**	**3.8900e-003**	**3.8900e-003**	**23.4126**	**1,016.0213**	**1,039.4338**	**1.6422**	**0.0188**	**1,079.7406**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4559	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5000e-003
Energy	5.6300e-003	0.0512	0.0430	3.1000e-004		3.8900e-003	3.8900e-003		3.8900e-003	3.8900e-003	0.0000	771.5040	771.5040	0.0180	4.5200e-003	773.2823
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	18.0276	0.0000	18.0276	1.0654	0.0000	40.4011
Water						0.0000	0.0000		0.0000	0.0000	5.3849	187.4688	192.8537	0.5574	0.0140	208.8853
Total	**0.4615**	**0.0512**	**0.0442**	**3.1000e-004**	**0.0000**	**3.8900e-003**	**3.8900e-003**	**0.0000**	**3.8900e-003**	**3.8900e-003**	**23.4126**	**958.9752**	**982.3878**	**1.6408**	**0.0185**	**1,022.5712**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.61**	**5.49**	**0.09**	**1.65**	**5.29**

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	6/1/2017	6/28/2017	5	20	
2	Site Preparation	Site Preparation	6/29/2017	8/2/2017	5	25	
3	Grading	Grading	8/3/2017	8/16/2017	5	10	
4	Building Construction	Building Construction	8/17/2017	1/6/2019	5	362	
5	Paving	Paving	1/7/2019	1/27/2019	5	15	
6	Architectural Coating	Architectural Coating	1/28/2019	3/1/2019	5	25	

Acres of Grading (Site Preparation Phase): 37.5

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 121,620; Non-Residential Outdoor: 18,260 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	225.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	1,577.00	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	8	31.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**		**0.0161**	**0.0161**		**0.0150**	**0.0150**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4126**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9400e-003	0.0305	0.0243	8.0000e-005	1.9300e-003	4.3000e-004	2.3500e-003	5.3000e-004	3.9000e-004	9.2000e-004	0.0000	7.5496	7.5496	6.0000e-005	0.0000	7.5508
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	7.5000e-004	7.8100e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3380	1.3380	7.0000e-005	0.0000	1.3395
Total	**2.4500e-003**	**0.0313**	**0.0321**	**1.0000e-004**	**3.3500e-003**	**4.4000e-004**	**3.7900e-003**	**9.1000e-004**	**4.0000e-004**	**1.3100e-003**	**0.0000**	**8.8876**	**8.8876**	**1.3000e-004**	**0.0000**	**8.8903**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**		**0.0161**	**0.0161**		**0.0150**	**0.0150**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4125**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9400e-003	0.0305	0.0243	8.0000e-005	1.9300e-003	4.3000e-004	2.3500e-003	5.3000e-004	3.9000e-004	9.2000e-004	0.0000	7.5496	7.5496	6.0000e-005	0.0000	7.5508
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	7.5000e-004	7.8100e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3380	1.3380	7.0000e-005	0.0000	1.3395
Total	**2.4500e-003**	**0.0313**	**0.0321**	**1.0000e-004**	**3.3500e-003**	**4.4000e-004**	**3.7900e-003**	**9.1000e-004**	**4.0000e-004**	**1.3100e-003**	**0.0000**	**8.8876**	**8.8876**	**1.3000e-004**	**0.0000**	**8.8903**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0199	0.0000	0.0199	2.1500e-003	0.0000	2.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0316	0.3578	0.2141	3.0000e-004		0.0175	0.0175		0.0161	0.0161	0.0000	27.6627	27.6627	8.4800e-003	0.0000	27.8407
Total	**0.0316**	**0.3578**	**0.2141**	**3.0000e-004**	**0.0199**	**0.0175**	**0.0373**	**2.1500e-003**	**0.0161**	**0.0182**	**0.0000**	**27.6627**	**27.6627**	**8.4800e-003**	**0.0000**	**27.8407**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0136	0.2139	0.1700	5.9000e-004	0.0135	2.9900e-003	0.0165	3.7000e-003	2.7500e-003	6.4600e-003	0.0000	52.9141	52.9141	3.9000e-004	0.0000	52.9224
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	5.8000e-004	6.0100e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0292	1.0292	6.0000e-005	0.0000	1.0304
Total	**0.0140**	**0.2145**	**0.1760**	**6.0000e-004**	**0.0146**	**3.0000e-003**	**0.0176**	**3.9900e-003**	**2.7600e-003**	**6.7600e-003**	**0.0000**	**53.9434**	**53.9434**	**4.5000e-004**	**0.0000**	**53.9528**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0199	0.0000	0.0199	2.1500e-003	0.0000	2.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0316	0.3578	0.2141	3.0000e-004		0.0175	0.0175		0.0161	0.0161	0.0000	27.6627	27.6627	8.4800e-003	0.0000	27.8407
Total	**0.0316**	**0.3578**	**0.2141**	**3.0000e-004**	**0.0199**	**0.0175**	**0.0373**	**2.1500e-003**	**0.0161**	**0.0182**	**0.0000**	**27.6627**	**27.6627**	**8.4800e-003**	**0.0000**	**27.8407**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0136	0.2139	0.1700	5.9000e-004	0.0135	2.9900e-003	0.0165	3.7000e-003	2.7500e-003	6.4600e-003	0.0000	52.9141	52.9141	3.9000e-004	0.0000	52.9224
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	5.8000e-004	6.0100e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0292	1.0292	6.0000e-005	0.0000	1.0304
Total	**0.0140**	**0.2145**	**0.1760**	**6.0000e-004**	**0.0146**	**3.0000e-003**	**0.0176**	**3.9900e-003**	**2.7600e-003**	**6.7600e-003**	**0.0000**	**53.9434**	**53.9434**	**4.5000e-004**	**0.0000**	**53.9528**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0328	0.0000	0.0328	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.1408	0.0948	1.0000e-004		7.7800e-003	7.7800e-003		7.1500e-003	7.1500e-003	0.0000	9.5462	9.5462	2.9200e-003	0.0000	9.6076
Total	**0.0135**	**0.1408**	**0.0948**	**1.0000e-004**	**0.0328**	**7.7800e-003**	**0.0405**	**0.0168**	**7.1500e-003**	**0.0240**	**0.0000**	**9.5462**	**9.5462**	**2.9200e-003**	**0.0000**	**9.6076**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	2.9000e-004	3.0000e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5146	0.5146	3.0000e-005	0.0000	0.5152
Total	**2.0000e-004**	**2.9000e-004**	**3.0000e-003**	**1.0000e-005**	**5.5000e-004**	**1.0000e-005**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5146**	**0.5146**	**3.0000e-005**	**0.0000**	**0.5152**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0328	0.0000	0.0328	0.0168	0.0000	0.0168	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.1408	0.0948	1.0000e-004		7.7800e-003	7.7800e-003		7.1500e-003	7.1500e-003	0.0000	9.5462	9.5462	2.9200e-003	0.0000	9.6076
Total	**0.0135**	**0.1408**	**0.0948**	**1.0000e-004**	**0.0328**	**7.7800e-003**	**0.0405**	**0.0168**	**7.1500e-003**	**0.0240**	**0.0000**	**9.5462**	**9.5462**	**2.9200e-003**	**0.0000**	**9.6076**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	2.9000e-004	3.0000e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5146	0.5146	3.0000e-005	0.0000	0.5152
Total	**2.0000e-004**	**2.9000e-004**	**3.0000e-003**	**1.0000e-005**	**5.5000e-004**	**1.0000e-005**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5146**	**0.5146**	**3.0000e-005**	**0.0000**	**0.5152**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1614	1.1086	0.7881	1.2100e-003		0.0709	0.0709		0.0679	0.0679	0.0000	102.7298	102.7298	0.0228	0.0000	103.2093
Total	**0.1614**	**1.1086**	**0.7881**	**1.2100e-003**		**0.0709**	**0.0709**		**0.0679**	**0.0679**	**0.0000**	**102.7298**	**102.7298**	**0.0228**	**0.0000**	**103.2093**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3600e-003	0.0647	0.0873	1.7000e-004	4.7600e-003	9.5000e-004	5.7100e-003	1.3600e-003	8.7000e-004	2.2300e-003	0.0000	15.2021	15.2021	1.1000e-004	0.0000	15.2045
Worker	5.8800e-003	8.6800e-003	0.0903	2.1000e-004	0.0165	1.5000e-004	0.0166	4.3800e-003	1.4000e-004	4.5200e-003	0.0000	15.4742	15.4742	8.4000e-004	0.0000	15.4919
Total	**0.0122**	**0.0734**	**0.1776**	**3.8000e-004**	**0.0212**	**1.1000e-003**	**0.0223**	**5.7400e-003**	**1.0100e-003**	**6.7500e-003**	**0.0000**	**30.6763**	**30.6763**	**9.5000e-004**	**0.0000**	**30.6963**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1614	1.1086	0.7881	1.2100e-003		0.0709	0.0709		0.0679	0.0679	0.0000	102.7297	102.7297	0.0228	0.0000	103.2092
Total	**0.1614**	**1.1086**	**0.7881**	**1.2100e-003**		**0.0709**	**0.0709**		**0.0679**	**0.0679**	**0.0000**	**102.7297**	**102.7297**	**0.0228**	**0.0000**	**103.2092**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3600e-003	0.0647	0.0873	1.7000e-004	4.7600e-003	9.5000e-004	5.7100e-003	1.3600e-003	8.7000e-004	2.2300e-003	0.0000	15.2021	15.2021	1.1000e-004	0.0000	15.2045
Worker	5.8800e-003	8.6800e-003	0.0903	2.1000e-004	0.0165	1.5000e-004	0.0166	4.3800e-003	1.4000e-004	4.5200e-003	0.0000	15.4742	15.4742	8.4000e-004	0.0000	15.4919
Total	**0.0122**	**0.0734**	**0.1776**	**3.8000e-004**	**0.0212**	**1.1000e-003**	**0.0223**	**5.7400e-003**	**1.0100e-003**	**6.7500e-003**	**0.0000**	**30.6763**	**30.6763**	**9.5000e-004**	**0.0000**	**30.6963**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3785	2.6831	2.0441	3.2500e-003		0.1633	0.1633		0.1565	0.1565	0.0000	274.3288	274.3288	0.0590	0.0000	275.5669
Total	**0.3785**	**2.6831**	**2.0441**	**3.2500e-003**		**0.1633**	**0.1633**		**0.1565**	**0.1565**	**0.0000**	**274.3288**	**274.3288**	**0.0590**	**0.0000**	**275.5669**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0161	0.1600	0.2254	4.6000e-004	0.0128	2.4100e-003	0.0152	3.6500e-003	2.2100e-003	5.8700e-003	0.0000	40.2288	40.2288	3.0000e-004	0.0000	40.2350
Worker	0.0142	0.0212	0.2201	5.6000e-004	0.0443	4.0000e-004	0.0447	0.0118	3.7000e-004	0.0121	0.0000	40.1107	40.1107	2.1100e-003	0.0000	40.1550
Total	**0.0303**	**0.1811**	**0.4455**	**1.0200e-003**	**0.0571**	**2.8100e-003**	**0.0600**	**0.0154**	**2.5800e-003**	**0.0180**	**0.0000**	**80.3394**	**80.3394**	**2.4100e-003**	**0.0000**	**80.3900**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3785	2.6831	2.0441	3.2500e-003		0.1633	0.1633		0.1565	0.1565	0.0000	274.3285	274.3285	0.0590	0.0000	275.5665
Total	**0.3785**	**2.6831**	**2.0441**	**3.2500e-003**		**0.1633**	**0.1633**		**0.1565**	**0.1565**	**0.0000**	**274.3285**	**274.3285**	**0.0590**	**0.0000**	**275.5665**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0161	0.1600	0.2254	4.6000e-004	0.0128	2.4100e-003	0.0152	3.6500e-003	2.2100e-003	5.8700e-003	0.0000	40.2288	40.2288	3.0000e-004	0.0000	40.2350
Worker	0.0142	0.0212	0.2201	5.6000e-004	0.0443	4.0000e-004	0.0447	0.0118	3.7000e-004	0.0121	0.0000	40.1107	40.1107	2.1100e-003	0.0000	40.1550
Total	**0.0303**	**0.1811**	**0.4455**	**1.0200e-003**	**0.0571**	**2.8100e-003**	**0.0600**	**0.0154**	**2.5800e-003**	**0.0180**	**0.0000**	**80.3394**	**80.3394**	**2.4100e-003**	**0.0000**	**80.3900**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0900e-003	0.0376	0.0304	5.0000e-005		2.1700e-003	2.1700e-003		2.0800e-003	2.0800e-003	0.0000	4.1727	4.1727	8.7000e-004	0.0000	4.1908
Total	**5.0900e-003**	**0.0376**	**0.0304**	**5.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0800e-003**	**2.0800e-003**	**0.0000**	**4.1727**	**4.1727**	**8.7000e-004**	**0.0000**	**4.1908**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	2.2600e-003	3.3400e-003	1.0000e-005	2.0000e-004	4.0000e-005	2.3000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.6039	0.6039	0.0000	0.0000	0.6040
Worker	2.0000e-004	3.0000e-004	3.0900e-003	1.0000e-005	6.8000e-004	1.0000e-005	6.9000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.5906	0.5906	3.0000e-005	0.0000	0.5912
Total	**4.3000e-004**	**2.5600e-003**	**6.4300e-003**	**2.0000e-005**	**8.8000e-004**	**5.0000e-005**	**9.2000e-004**	**2.4000e-004**	**4.0000e-005**	**2.8000e-004**	**0.0000**	**1.1945**	**1.1945**	**3.0000e-005**	**0.0000**	**1.1952**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0900e-003	0.0376	0.0304	5.0000e-005		2.1700e-003	2.1700e-003		2.0800e-003	2.0800e-003	0.0000	4.1727	4.1727	8.7000e-004	0.0000	4.1908
Total	**5.0900e-003**	**0.0376**	**0.0304**	**5.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0800e-003**	**2.0800e-003**	**0.0000**	**4.1727**	**4.1727**	**8.7000e-004**	**0.0000**	**4.1908**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	2.2600e-003	3.3400e-003	1.0000e-005	2.0000e-004	4.0000e-005	2.3000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.6039	0.6039	0.0000	0.0000	0.6040
Worker	2.0000e-004	3.0000e-004	3.0900e-003	1.0000e-005	6.8000e-004	1.0000e-005	6.9000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.5906	0.5906	3.0000e-005	0.0000	0.5912
Total	**4.3000e-004**	**2.5600e-003**	**6.4300e-003**	**2.0000e-005**	**8.8000e-004**	**5.0000e-005**	**9.2000e-004**	**2.4000e-004**	**4.0000e-005**	**2.8000e-004**	**0.0000**	**1.1945**	**1.1945**	**3.0000e-005**	**0.0000**	**1.1952**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.2300e-003	0.0931	0.0878	1.3000e-004		5.4200e-003	5.4200e-003		4.9900e-003	4.9900e-003	0.0000	11.7179	11.7179	3.6300e-003	0.0000	11.7942
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.2300e-003**	**0.0931**	**0.0878**	**1.3000e-004**		**5.4200e-003**	**5.4200e-003**		**4.9900e-003**	**4.9900e-003**	**0.0000**	**11.7179**	**11.7179**	**3.6300e-003**	**0.0000**	**11.7942**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	5.4000e-004	5.6100e-003	2.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0717	1.0717	5.0000e-005	0.0000	1.0728
Total	**3.6000e-004**	**5.4000e-004**	**5.6100e-003**	**2.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0717**	**1.0717**	**5.0000e-005**	**0.0000**	**1.0728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.2300e-003	0.0931	0.0878	1.3000e-004		5.4200e-003	5.4200e-003		4.9900e-003	4.9900e-003	0.0000	11.7178	11.7178	3.6300e-003	0.0000	11.7942
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.2300e-003**	**0.0931**	**0.0878**	**1.3000e-004**		**5.4200e-003**	**5.4200e-003**		**4.9900e-003**	**4.9900e-003**	**0.0000**	**11.7178**	**11.7178**	**3.6300e-003**	**0.0000**	**11.7942**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	5.4000e-004	5.6100e-003	2.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0717	1.0717	5.0000e-005	0.0000	1.0728
Total	**3.6000e-004**	**5.4000e-004**	**5.6100e-003**	**2.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0717**	**1.0717**	**5.0000e-005**	**0.0000**	**1.0728**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0229	0.0230	4.0000e-005		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	3.1916	3.1916	2.7000e-004	0.0000	3.1972
Total	**0.8138**	**0.0229**	**0.0230**	**4.0000e-005**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**	**0.0000**	**3.1916**	**3.1916**	**2.7000e-004**	**0.0000**	**3.1972**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	3.6000e-004	3.7400e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7145	0.7145	4.0000e-005	0.0000	0.7152
Total	**2.4000e-004**	**3.6000e-004**	**3.7400e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.7145**	**0.7145**	**4.0000e-005**	**0.0000**	**0.7152**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0229	0.0230	4.0000e-005		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	3.1916	3.1916	2.7000e-004	0.0000	3.1972
Total	**0.8138**	**0.0229**	**0.0230**	**4.0000e-005**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**	**0.0000**	**3.1916**	**3.1916**	**2.7000e-004**	**0.0000**	**3.1972**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	3.6000e-004	3.7400e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.7145	0.7145	4.0000e-005	0.0000	0.7152
Total	**2.4000e-004**	**3.6000e-004**	**3.7400e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.7145**	**0.7145**	**4.0000e-005**	**0.0000**	**0.7152**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	715.8021	715.8021	0.0169	3.5000e-003	717.2414
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	772.8482	772.8482	0.0183	3.7800e-003	774.4022
NaturalGas Mitigated	5.6300e-003	0.0512	0.0430	3.1000e-004		3.8900e-003	3.8900e-003		3.8900e-003	3.8900e-003	0.0000	55.7019	55.7019	1.0700e-003	1.0200e-003	56.0409
NaturalGas Unmitigated	5.6300e-003	0.0512	0.0430	3.1000e-004		3.8900e-003	3.8900e-003		3.8900e-003	3.8900e-003	0.0000	55.7019	55.7019	1.0700e-003	1.0200e-003	56.0409

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.04382e+006	5.6300e-003	0.0512	0.0430	3.1000e-004		3.8900e-003	3.8900e-003		3.8900e-003	3.8900e-003	0.0000	55.7019	55.7019	1.0700e-003	1.0200e-003	56.0409
Total		**5.6300e-003**	**0.0512**	**0.0430**	**3.1000e-004**		**3.8900e-003**	**3.8900e-003**		**3.8900e-003**	**3.8900e-003**	**0.0000**	**55.7019**	**55.7019**	**1.0700e-003**	**1.0200e-003**	**56.0409**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.04382e+006	5.6300e-003	0.0512	0.0430	3.1000e-004		3.8900e-003	3.8900e-003		3.8900e-003	3.8900e-003	0.0000	55.7019	55.7019	1.0700e-003	1.0200e-003	56.0409
Total		**5.6300e-003**	**0.0512**	**0.0430**	**3.1000e-004**		**3.8900e-003**	**3.8900e-003**		**3.8900e-003**	**3.8900e-003**	**0.0000**	**55.7019**	**55.7019**	**1.0700e-003**	**1.0200e-003**	**56.0409**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.38762e+006	772.8482	0.0183	3.7800e-003	774.4022
Total		**772.8482**	**0.0183**	**3.7800e-003**	**774.4022**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.28519e+006	715.8021	0.0169	3.5000e-003	717.2414
Total		**715.8021**	**0.0169**	**3.5000e-003**	**717.2414**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4559	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5000e-003
Unmitigated	0.4559	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3451					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5000e-003
Total	**0.4559**	**1.0000e-005**	**1.2300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3700e-003**	**2.3700e-003**	**1.0000e-005**	**0.0000**	**2.5000e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	0.3451					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5000e-003
Architectural Coating	0.1107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.4559**	**1.0000e-005**	**1.2300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3700e-003**	**2.3700e-003**	**1.0000e-005**	**0.0000**	**2.5000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	192.8537	0.5574	0.0140	208.8853
Unmitigated	192.8537	0.5575	0.0140	208.8939

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	16.9736 / 10.4032	192.8537	0.5575	0.0140	208.8939
Total		**192.8537**	**0.5575**	**0.0140**	**208.8939**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	16.9736 / 10.4032	192.8537	0.5574	0.0140	208.8853
Total		**192.8537**	**0.5574**	**0.0140**	**208.8853**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.0276	1.0654	0.0000	40.4011
Unmitigated	18.0276	1.0654	0.0000	40.4011

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	88.81	18.0276	1.0654	0.0000	40.4011
Total		**18.0276**	**1.0654**	**0.0000**	**40.4011**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	88.81	18.0276	1.0654	0.0000	40.4011
Total		**18.0276**	**1.0654**	**0.0000**	**40.4011**

9.0 Operational Offroad

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

10.0 Vegetation

LAX BHS North_KBE Baseline

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	95.50	1000sqft	2.19	95,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Schedule provided by Project Applicant

Trips and VMT - KBE Assumptions

Grading -

Architectural Coating - Based on conceptual design from Project Applicant

Vehicle Trips - All workers at BHS North Structure will have already been at LAX in the existing baggage screening/handling area. New facility will simply provide an additional area for baggage handling and existing workers will move over there. As such, no net increase in vehicle trips/travel.

Energy Mitigation - LAWA sustainability requirements for use of high-efficiency lighting. Assume 25% lighting energy reduction, although likely higher in reality.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	47,750.00	18,260.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	143,250.00	121,620.00
tblConstructionPhase	NumDays	10.00	25.00
tblConstructionPhase	NumDays	220.00	362.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	3.00	25.00
tblConstructionPhase	PhaseEndDate	1/4/2019	1/6/2019
tblConstructionPhase	PhaseEndDate	1/25/2019	1/27/2019
tblGrading	MaterialExported	0.00	47,296.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripNumber	0.00	225.00
tblTripsAndVMT	HaulingTripNumber	0.00	1,577.00
tblTripsAndVMT	HaulingTripNumber	4,676.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	WD_TR	11.01	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.6694	45.4795	31.6334	0.0719	6.6641	1.6503	8.2202	3.3971	1.5428	4.8287	0.0000	7,188.6231	7,188.6231	0.7873	0.0000	7,205.1557
2018	3.1431	21.9200	19.1185	0.0326	0.4463	1.2727	1.7190	0.1203	1.2191	1.3394	0.0000	2,988.7989	2,988.7989	0.5184	0.0000	2,999.6843
2019	65.1214	20.0335	18.4634	0.0326	0.4464	1.1052	1.5516	0.1203	1.0588	1.1791	0.0000	2,951.3357	2,951.3357	0.5422	0.0000	2,962.7221
Total	**71.9339**	**87.4330**	**69.2154**	**0.1371**	**7.5568**	**4.0282**	**11.4908**	**3.6378**	**3.8207**	**7.3472**	**0.0000**	**13,128.7578**	**13,128.7578**	**1.8478**	**0.0000**	**13,167.5621**

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					
2017	3.6694	45.4795	31.6334	0.0719	6.6641	1.6503	8.2202	3.3971	1.5428	4.8287	0.0000	7,188.6231	7,188.6231	0.7873	0.0000	7,205.1557
2018	3.1431	21.9200	19.1185	0.0326	0.4463	1.2727	1.7190	0.1203	1.2191	1.3394	0.0000	2,988.7989	2,988.7989	0.5184	0.0000	2,999.6843
2019	65.1214	20.0335	18.4634	0.0326	0.4464	1.1052	1.5516	0.1203	1.0588	1.1791	0.0000	2,951.3357	2,951.3357	0.5422	0.0000	2,962.7221
Total	**71.9339**	**87.4330**	**69.2154**	**0.1371**	**7.5568**	**4.0282**	**11.4908**	**3.6378**	**3.8207**	**7.3472**	**0.0000**	**13,128.7578**	**13,128.7578**	**1.8478**	**0.0000**	**13,167.5621**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4982	9.0000e-005	9.8500e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0209	0.0209	6.0000e-005		0.0221
Energy	0.0308	0.2804	0.2355	1.6800e-003		0.0213	0.0213		0.0213	0.0213		336.4432	336.4432	6.4500e-003	6.1700e-003	338.4907
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.5290**	**0.2805**	**0.2454**	**1.6800e-003**	**0.0000**	**0.0214**	**0.0214**	**0.0000**	**0.0214**	**0.0214**		**336.4641**	**336.4641**	**6.5100e-003**	**6.1700e-003**	**338.5128**

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	2.4982	9.0000e-005	9.8500e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0209	0.0209	6.0000e-005		0.0221
Energy	0.0308	0.2804	0.2355	1.6800e-003		0.0213	0.0213		0.0213	0.0213		336.4432	336.4432	6.4500e-003	6.1700e-003	338.4907
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.5290**	**0.2805**	**0.2454**	**1.6800e-003**	**0.0000**	**0.0214**	**0.0214**	**0.0000**	**0.0214**	**0.0214**		**336.4641**	**336.4641**	**6.5100e-003**	**6.1700e-003**	**338.5128**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2017	6/28/2017	5	20	
2	Site Preparation	Site Preparation	6/29/2017	8/2/2017	5	25	
3	Grading	Grading	8/3/2017	8/16/2017	5	10	
4	Building Construction	Building Construction	8/17/2017	1/6/2019	5	362	
5	Paving	Paving	1/7/2019	1/27/2019	5	15	
6	Architectural Coating	Architectural Coating	1/28/2019	3/1/2019	5	25	

Acres of Grading (Site Preparation Phase): 37.5

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 121,620; Non-Residential Outdoor: 18,260 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	225.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	1,577.00	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	8	31.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1975	2.9983	2.5026	8.3800e-003	0.1960	0.0428	0.2387	0.0537	0.0393	0.0930		831.0633	831.0633	6.2200e-003		831.1940
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0540	0.0731	0.7641	1.7800e-003	0.1453	1.3200e-003	0.1466	0.0385	1.2100e-003	0.0398		145.1496	145.1496	8.0400e-003		145.3184
Total	**0.2515**	**3.0713**	**3.2667**	**0.0102**	**0.3413**	**0.0441**	**0.3853**	**0.0922**	**0.0405**	**0.1327**		**976.2129**	**976.2129**	**0.0143**		**976.5124**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1975	2.9983	2.5026	8.3800e-003	0.1960	0.0428	0.2387	0.0537	0.0393	0.0930		831.0633	831.0633	6.2200e-003		831.1940
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0540	0.0731	0.7641	1.7800e-003	0.1453	1.3200e-003	0.1466	0.0385	1.2100e-003	0.0398		145.1496	145.1496	8.0400e-003		145.3184
Total	**0.2515**	**3.0713**	**3.2667**	**0.0102**	**0.3413**	**0.0441**	**0.3853**	**0.0922**	**0.0405**	**0.1327**		**976.2129**	**976.2129**	**0.0143**		**976.5124**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850		2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**1.5908**	**1.3967**	**2.9875**	**0.1718**	**1.2850**	**1.4567**		**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1073	16.8116	14.0322	0.0470	1.0987	0.2397	1.3384	0.3008	0.2205	0.5214		4,659.8644	4,659.8644	0.0349		4,660.5968
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0332	0.0450	0.4702	1.1000e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		89.3228	89.3228	4.9500e-003		89.4267
Total	**1.1406**	**16.8565**	**14.5024**	**0.0481**	**1.1881**	**0.2405**	**1.4287**	**0.3246**	**0.2213**	**0.5458**		**4,749.1872**	**4,749.1872**	**0.0398**		**4,750.0235**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850	0.0000	2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**1.5908**	**1.3967**	**2.9875**	**0.1718**	**1.2850**	**1.4567**	**0.0000**	**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.1073	16.8116	14.0322	0.0470	1.0987	0.2397	1.3384	0.3008	0.2205	0.5214		4,659.8644	4,659.8644	0.0349		4,660.5968
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0332	0.0450	0.4702	1.1000e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		89.3228	89.3228	4.9500e-003		89.4267
Total	**1.1406**	**16.8565**	**14.5024**	**0.0481**	**1.1881**	**0.2405**	**1.4287**	**0.3246**	**0.2213**	**0.5458**		**4,749.1872**	**4,749.1872**	**0.0398**		**4,750.0235**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306		2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**6.5523**	**1.5550**	**8.1074**	**3.3675**	**1.4306**	**4.7981**		**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834
Total	**0.0416**	**0.0562**	**0.5878**	**1.3700e-003**	**0.1118**	**1.0100e-003**	**0.1128**	**0.0296**	**9.3000e-004**	**0.0306**		**111.6535**	**111.6535**	**6.1800e-003**		**111.7834**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306	0.0000	2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**6.5523**	**1.5550**	**8.1074**	**3.3675**	**1.4306**	**4.7981**	**0.0000**	**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834
Total	**0.0416**	**0.0562**	**0.5878**	**1.3700e-003**	**0.1118**	**1.0100e-003**	**0.1128**	**0.0296**	**9.3000e-004**	**0.0306**		**111.6535**	**111.6535**	**6.1800e-003**		**111.7834**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998		2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**		**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1354	1.3078	1.8785	3.4900e-003	0.0998	0.0197	0.1195	0.0284	0.0181	0.0465		343.8410	343.8410	2.5800e-003		343.8952
Worker	0.1288	0.1743	1.8221	4.2500e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		346.1260	346.1260	0.0192		346.5285
Total	**0.2642**	**1.4820**	**3.7006**	**7.7400e-003**	**0.4463**	**0.0228**	**0.4692**	**0.1203**	**0.0210**	**0.1413**		**689.9670**	**689.9670**	**0.0218**		**690.4237**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998	0.0000	2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**	**0.0000**	**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1354	1.3078	1.8785	3.4900e-003	0.0998	0.0197	0.1195	0.0284	0.0181	0.0465		343.8410	343.8410	2.5800e-003		343.8952
Worker	0.1288	0.1743	1.8221	4.2500e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		346.1260	346.1260	0.0192		346.5285
Total	**0.2642**	**1.4820**	**3.7006**	**7.7400e-003**	**0.4463**	**0.0228**	**0.4692**	**0.1203**	**0.0210**	**0.1413**		**689.9670**	**689.9670**	**0.0218**		**690.4237**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992		2,317.2089	2,317.2089	0.4980		2,327.6664
Total	**2.9004**	**20.5600**	**15.6637**	**0.0249**		**1.2511**	**1.2511**		**1.1992**	**1.1992**		**2,317.2089**	**2,317.2089**	**0.4980**		**2,327.6664**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1270	1.2018	1.8064	3.4800e-003	0.0998	0.0186	0.1184	0.0284	0.0171	0.0455		338.1566	338.1566	2.5700e-003		338.2105
Worker	0.1157	0.1582	1.6485	4.2500e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		333.4334	333.4334	0.0178		333.8073
Total	**0.2427**	**1.3600**	**3.4548**	**7.7300e-003**	**0.4464**	**0.0216**	**0.4679**	**0.1203**	**0.0199**	**0.1402**		**671.5900**	**671.5900**	**0.0204**		**672.0178**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.9004	20.5600	15.6637	0.0249		1.2511	1.2511		1.1992	1.1992	0.0000	2,317.2089	2,317.2089	0.4980		2,327.6664
Total	**2.9004**	**20.5600**	**15.6637**	**0.0249**		**1.2511**	**1.2511**		**1.1992**	**1.1992**	**0.0000**	**2,317.2089**	**2,317.2089**	**0.4980**		**2,327.6664**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1270	1.2018	1.8064	3.4800e-003	0.0998	0.0186	0.1184	0.0284	0.0171	0.0455		338.1566	338.1566	2.5700e-003		338.2105
Worker	0.1157	0.1582	1.6485	4.2500e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		333.4334	333.4334	0.0178		333.8073
Total	**0.2427**	**1.3600**	**3.4548**	**7.7300e-003**	**0.4464**	**0.0216**	**0.4679**	**0.1203**	**0.0199**	**0.1402**		**671.5900**	**671.5900**	**0.0204**		**672.0178**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.5471	18.7802	15.2049	0.0249		1.0846	1.0846		1.0399	1.0399		2,299.7816	2,299.7816	0.4771		2,309.8005
Total	**2.5471**	**18.7802**	**15.2049**	**0.0249**		**1.0846**	**1.0846**		**1.0399**	**1.0399**		**2,299.7816**	**2,299.7816**	**0.4771**		**2,309.8005**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1204	1.1082	1.7493	3.4700e-003	0.0999	0.0176	0.1175	0.0284	0.0162	0.0446		331.2058	331.2058	2.5100e-003		331.2586
Worker	0.1062	0.1450	1.5093	4.2300e-003	0.3465	2.9600e-003	0.3495	0.0919	2.7500e-003	0.0946		320.3484	320.3484	0.0166		320.6978
Total	**0.2266**	**1.2532**	**3.2586**	**7.7000e-003**	**0.4464**	**0.0206**	**0.4670**	**0.1203**	**0.0190**	**0.1393**		**651.5542**	**651.5542**	**0.0192**		**651.9564**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.5471	18.7802	15.2049	0.0249		1.0846	1.0846		1.0399	1.0399	0.0000	2,299.7816	2,299.7816	0.4771		2,309.8005
Total	**2.5471**	**18.7802**	**15.2049**	**0.0249**		**1.0846**	**1.0846**		**1.0399**	**1.0399**	**0.0000**	**2,299.7816**	**2,299.7816**	**0.4771**		**2,309.8005**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1204	1.1082	1.7493	3.4700e-003	0.0999	0.0176	0.1175	0.0284	0.0162	0.0446		331.2058	331.2058	2.5100e-003		331.2586
Worker	0.1062	0.1450	1.5093	4.2300e-003	0.3465	2.9600e-003	0.3495	0.0919	2.7500e-003	0.0946		320.3484	320.3484	0.0166		320.6978
Total	**0.2266**	**1.2532**	**3.2586**	**7.7000e-003**	**0.4464**	**0.0206**	**0.4670**	**0.1203**	**0.0190**	**0.1393**		**651.5542**	**651.5542**	**0.0192**		**651.9564**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2310	12.4141	11.7009	0.0176		0.7225	0.7225		0.6658	0.6658		1,722.2285	1,722.2285	0.5342		1,733.4458
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2310**	**12.4141**	**11.7009**	**0.0176**		**0.7225**	**0.7225**		**0.6658**	**0.6658**		**1,722.2285**	**1,722.2285**	**0.5342**		**1,733.4458**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0514	0.0702	0.7303	2.0500e-003	0.1677	1.4300e-003	0.1691	0.0445	1.3300e-003	0.0458		155.0073	155.0073	8.0500e-003		155.1764
Total	**0.0514**	**0.0702**	**0.7303**	**2.0500e-003**	**0.1677**	**1.4300e-003**	**0.1691**	**0.0445**	**1.3300e-003**	**0.0458**		**155.0073**	**155.0073**	**8.0500e-003**		**155.1764**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2310	12.4141	11.7009	0.0176		0.7225	0.7225		0.6658	0.6658	0.0000	1,722.2285	1,722.2285	0.5342		1,733.4458
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2310**	**12.4141**	**11.7009**	**0.0176**		**0.7225**	**0.7225**		**0.6658**	**0.6658**	**0.0000**	**1,722.2285**	**1,722.2285**	**0.5342**		**1,733.4458**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0514	0.0702	0.7303	2.0500e-003	0.1677	1.4300e-003	0.1691	0.0445	1.3300e-003	0.0458		155.0073	155.0073	8.0500e-003		155.1764
Total	**0.0514**	**0.0702**	**0.7303**	**2.0500e-003**	**0.1677**	**1.4300e-003**	**0.1691**	**0.0445**	**1.3300e-003**	**0.0458**		**155.0073**	**155.0073**	**8.0500e-003**		**155.1764**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	64.8344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**65.1008**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0206	0.0281	0.2921	8.2000e-004	0.0671	5.7000e-004	0.0676	0.0178	5.3000e-004	0.0183		62.0029	62.0029	3.2200e-003		62.0706
Total	**0.0206**	**0.0281**	**0.2921**	**8.2000e-004**	**0.0671**	**5.7000e-004**	**0.0676**	**0.0178**	**5.3000e-004**	**0.0183**		**62.0029**	**62.0029**	**3.2200e-003**		**62.0706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	64.8344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**65.1008**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0206	0.0281	0.2921	8.2000e-004	0.0671	5.7000e-004	0.0676	0.0178	5.3000e-004	0.0183		62.0029	62.0029	3.2200e-003		62.0706
Total	**0.0206**	**0.0281**	**0.2921**	**8.2000e-004**	**0.0671**	**5.7000e-004**	**0.0676**	**0.0178**	**5.3000e-004**	**0.0183**		**62.0029**	**62.0029**	**3.2200e-003**		**62.0706**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0308	0.2804	0.2355	1.6800e-003		0.0213	0.0213		0.0213	0.0213		336.4432	336.4432	6.4500e-003	6.1700e-003	338.4907
NaturalGas Unmitigated	0.0308	0.2804	0.2355	1.6800e-003		0.0213	0.0213		0.0213	0.0213		336.4432	336.4432	6.4500e-003	6.1700e-003	338.4907

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	2859.77	0.0308	0.2804	0.2355	1.6800e-003		0.0213	0.0213		0.0213	0.0213		336.4432	336.4432	6.4500e-003	6.1700e-003	338.4907
Total		**0.0308**	**0.2804**	**0.2355**	**1.6800e-003**		**0.0213**	**0.0213**		**0.0213**	**0.0213**		**336.4432**	**336.4432**	**6.4500e-003**	**6.1700e-003**	**338.4907**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	2.85977	0.0308	0.2804	0.2355	1.6800e-003		0.0213	0.0213		0.0213	0.0213		336.4432	336.4432	6.4500e-003	6.1700e-003	338.4907
Total		**0.0308**	**0.2804**	**0.2355**	**1.6800e-003**		**0.0213**	**0.0213**		**0.0213**	**0.0213**		**336.4432**	**336.4432**	**6.4500e-003**	**6.1700e-003**	**338.4907**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4982	9.0000e-005	9.8500e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0209	0.0209	6.0000e-005		0.0221
Unmitigated	2.4982	9.0000e-005	9.8500e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0209	0.0209	6.0000e-005		0.0221

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					
Consumer Products	1.8909					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.3000e-004	9.0000e-005	9.8500e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0209	0.0209	6.0000e-005		0.0221
Architectural Coating	0.6064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4982**	**9.0000e-005**	**9.8500e-003**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0209**	**0.0209**	**6.0000e-005**		**0.0221**

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					
Consumer Products	1.8909					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.3000e-004	9.0000e-005	9.8500e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0209	0.0209	6.0000e-005		0.0221
Architectural Coating	0.6064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4982**	**9.0000e-005**	**9.8500e-003**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0209**	**0.0209**	**6.0000e-005**		**0.0221**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation