Appendix A

Notice of Preparation and Comment Letters

City of Pismo Beach
Community Development Department
760 Mattie Road
Pismo Beach, California 93449
T: (805) 773-4657

www.pismobeach.org

Notice of Preparation

TO: Responsible Agencies & Interested Parties

SUBJECT: **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

NOTICE IS HEREBY GIVEN that the City of Pismo Beach will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know you views as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. The City is issuing this Notice of Preparation to notify public agencies and the public to request input regarding the scope and content of the Draft EIR for this project.

The public review and comment period for this Notice of Preparation begins Friday, January 15, 2021 and ends Monday, February 15, 2021 at 5:00 p.m. A detailed project description with a project location map is available online at http://www.pismobeach.org/905/DOCUMENTS. No Initial Study is attached because the lead agency has already determined that an EIR is clearly required for the project and is therefore not required to prepare an Initial Study per CEQA Guidelines Section 15063(a).

Written comments may be submitted to City of Pismo Beach, Attn: Jeff Winklepleck, 760 Mattie Road, Pismo Beach, California 93449. In addition, because the project is of regional and areawide significance, a scoping meeting will be held by the City of Pismo Beach on Thursday, January 28, 2021 at 5:30 p.m. via video conference. This videoconference will be held in accordance with the provisions of Executive Order N-29-20, which authorizes local legislative bodies to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body during the period in which state or local public health officials have imposed or recommended social distancing measures. Executive Order N-29-20 (extended by Executive Order N-80-20) also waives all requirements in the Brown Act requiring the physical presence of personnel of the legislative body or of the public as a condition of participation in or quorum for a public meeting during the period in which state or local public health officials have imposed or recommended social distancing measures. To access the video conference, visit https://dudek.zoom.us/j/96637299844?pwd=bVQyR0g5bWduRHIHOWdyRGVEbENFQT09 or use the call-in number 669-900-6833 and enter the meeting ID 966-3729-9844# on Thursday, January 28, 2021 at 5:30 p.m.

Project Title: Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update

State Clearinghouse #: *Pending*

Project Location:

The project focuses on the land area of the City of Pismo Beach, which is located on the Central Coast of California, midway between San Francisco and Los Angeles. Pismo Beach lies within the San Luis Bay Planning Area of the San Luis Obispo County General Plan. Pismo Beach has a total area of 13.5 square miles, the majority of which is located in the Coastal Zone. 9.9 square miles of the City is water and the remaining 3.6 square miles is land area. Pismo Beach is one of seven incorporated cities within San Luis Obispo County. Pismo Beach is bordered by the beach and ocean on the southwest and hills to the northeast. The Cities of Grover Beach and Arroyo Grande are south and east of Pismo Beach and the unincorporated community of Avila Beach is just north of Pismo Beach.

Project Sponsor: City of Pismo Beach, Planning Division
760 Mattie Road, Pismo Beach, CA 93449

Brief Project Description:

The project is an update to the City of Pismo Beach GP/LCP, which includes updates to the Land Use, Safety, Conservation and Open Space, Noise, Facilities, and Parks, Recreation, and Access Elements of the City's GP/LCP. The GP/LCP Update does not include updates to the Circulation, Design, Growth Management, Housing Elements. The GP/LCP Update is an update of the City's 1992 GP/LCP and presents the community's vision for Pismo Beach through the GP/LCP horizon (year 2040). The GP/LCP Update was developed through an extensive public outreach and involvement process, including careful analysis by advisory committees, City staff, elected officials, and the community. Each element of the plan addresses different aspects of the community and identifies measurable actions to guide residents, decision-makers, businesses, and City staff toward achieving the community vision. Goals established in the GP/LCP Update are intended to maintain the City's small beach town character, manage growth effectively, provide a safe community, and enhance the City's tourist-based economy. The GP/LCP Update establishes overarching City policies and priorities that describe how the community intends to use and manage its physical, social, and economic resources. The GP/LCP Land Use Element guides the future development of Pismo Beach by establishing the allowable distribution, location, and extent of development across the city for residential, commercial, open space, public and semi-public facilities, and other uses. The LCP consists of two parts as required by the Coastal Act: a Land Use Plan, which was last updated in 1993, and the Implementation Plan, which was last updated in 1983, with several amendments to both documents occurring since. The Implementation Plan provides the zoning regulations that implement the LUP goals, policies and actions and serves as the City's Coastal Zoning Ordinance. Potential environmental effects include, but are not necessarily limited to, impacts related to air quality, biological resources, cultural and tribal cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use, noise, and transportation.

Consulting firm retained to prepare draft EIR:
Firm Name: Rincon Consultants, Inc.
Address: 1530 Monterey Street, Suite D, San Luis Obispo, California 93401
Contact: Christopher Bersbach, Senior Environmental Planner

Date: January 15, 2021 **Signature:**



Jeff Winklepleck

Title: Senior Management Analyst, City of Pismo Beach
Phone: (805) 773-4658

SLO COUNTY apcd | Air Pollution Control District
San Luis Obispo County

Via Email

February 11, 2021

Jeff Winklepleck
City of Pismo Beach
Community Development Department
760 Mattie Road
Pismo Beach, California 93449

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Pismo Beach General Plan/Local Coastal Plan (GP/LCP) update

To Jeff Winklepleck:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the Pismo Beach GP/LCP update NOP/DEIR referral.

The City of Pismo Beach GP/LCP will include updates to the Land Use, Safety, Conservation and Open Space, Noise, Facilities, and Parks, Recreation, and Access Elements of the City's GP/LCP. The GP/LCP Update does not include updates to the Circulation, Design, Growth Management, Housing Elements. The GP/LCP Update is an update of the City's 1992 GP/LCP and presents the community's vision for Pismo Beach through the GP/LCP horizon (year 2040). Each element of the updated plan will address different aspects of the community and identifies measurable actions to guide residents, decision-makers, businesses, and City staff toward achieving the community vision. Goals established in the GP/LCP Update are intended to maintain the City's small beach town character, manage growth effectively, provide a safe community, and enhance the City's tourist-based economy. The GP/LCP Update establishes overarching City policies and priorities that describe how the community intends to use and manage its physical, social, and economic resources. The GP/LCP Land Use Element guides the future development of Pismo Beach by establishing the allowable distribution, location, and extent of development across the city for residential, commercial, open space, public and semi-public facilities, and other uses.

The following APCD comments are pertinent to this plan update.

The DEIR should include a description of existing air quality and emissions in the impact area, including the attainment status of the APCD relative to State and Federal air quality standards and any existing regulatory restrictions to development.

The most appropriate standard for assessing the significance of potential air quality impacts for General Plan and Local Coastal Plan update EIRs is the preparation of a

consistency analysis. This analysis should evaluate the proposed update against the land use and transportation goals, policies, and population projections contained in the APCD Clean Air Plan, the San Luis Obispo Council of Government's Regional Transportation Plan, and local Climate Action Plans. The rationale for requiring the preparation of a consistency analysis is to ensure that the attainment projections developed by the APCD and state requirements are met and maintained. Failure to comply with these plans could result in long term air quality impacts.

The APCD's CEQA Air Quality Handbook and recently refreshed Land Use & CEQA webpage provides guidance for preparing the consistency analysis. In addition, the APCD also recently issued CEQA greenhouse gas guidance which, although has a project level focus, also cites legal cases, some of which may have general plan relevance. Another reference that should be insightful to updating several GP/LUC elements in ways that minimize air quality impacts is APCD's July 6, 2020 comments for the San Luis Obispo Countywide Regional Housing Compact (attached).

The DEIR should include a range of alternatives that could effectively minimize air quality impacts. A consistency analysis should be performed for each of the proposed alternatives identified, as described above. A qualitative analysis of the air quality impacts should be generated for each of the proposed alternatives. Examples include but are not limited to:

- Flexible zoning to promote mixed use and design standards that protect mixed use.
- Increase the amount of neighborhood scale mixed use.
- Additional density beyond proposed zoning allowances.
- Design standards that require narrow streets and minimum front setbacks on structures.

Limiting the size of each arterial through the development. This reduces the need for noise barriers such as cinder block walls along roadways, decreases roadway widths, and slows the speed of traffic, creating an atmosphere that encourages active transportation.

Finally, development adjacent to high-volume roadways and railroads where mobile sources produce diesel particulate matter can present health risks to sensitive receptors. Diesel particulate matter has been classified by the California Air Resource Board's (CARB) as a toxic air contaminant and a carcinogen. Because of this, the APCD does not support sensitive receptor development near Highway 101 and railroads. Non-sensitive uses and developments such as commercial, parking lots and offices in which occupants are exposed to the health risk for a shorter duration—are better suited to be nearest to Highway 101 and railroads. Health risk decreases with decreased rate of exposure to the toxic source.

Should development occur near Highway 101 and railroads, the APCD recommends the following:

- Orient the sensitive receptor as far back as possible from the toxic source, which will directly reduce cancer risk;
- Incorporate strategies stated in Table 1 from the California Air Resource Board's technical advisory document Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways;
- Note: Implementing strategies such as air filtration systems, sound walls, and vegetation barriers have not been proven to be as effective as moving a sensitive receptor farther from the toxic source; and
- Disclose potential health risks to future sensitive receptors for informational purposes.

Further, residential units sited near pollution sources are generally lower in market value, indicating it is possible residential homes would become affordable to lower-income populations. Low-income community members often face existing health disparities, so siting housing near air pollution sources which has a possibility to become affordable may need further consideration (See Page 57 of the CARB's 2017 Scoping Plan update).

Thank you for the opportunity to comment on this plan update. The APCD looks forward to reviewing the Draft EIR for the GP/LUC update when it is complete and please contact me at 805-781-5912 if there are APCD questions during the DEIR development.

Sincerely,

for

GARY ARCEMONT
Air Quality Specialist

GJA/lmg

Cc: Christopher Bersbach, Agent

COPY
Attachment

SLO COUNTY apcd | Air Pollution Control District
San Luis Obispo County

Via Email

July 6, 2020

Carolyn K. Berg
San Luis Obispo County
1055 Monterey Street
San Luis Obispo, CA 93408
cberg@co.slo.ca.us

SUBJECT: APCD Comments Regarding the San Luis Obispo Countywide Regional Housing Compact

Dear Ms. Berg:

The San Luis Obispo County Air Pollution Control District (APCD) reviewed the Draft San Luis Obispo Countywide Regional Housing Compact (Regional Compact). The APCD would like to commend the County of San Luis Obispo for leading the region to a unified vision for this compact. The Regional Compact develops an initial list of regional policies for jurisdictions to consider in their efforts to achieve their Regional Housing Needs Allocation requirements and support this effort. The APCD supports the stated regional goals in the Regional Compact to guide collaborative resolution of underlying housing and infrastructure needs.

The APCD specifically supports *Goal 3: Create Balanced Communities, Goal 4: Value Agriculture & Natural Resources and Goal 5: Support Equitable Opportunities*. These goals not only support the regional housing and infrastructure vision; but can also improve the region's air quality. Balancing jobs/housing can reduce emissions and vehicle miles traveled (VMT) by minimizing the number of trips and commute distances. Preserving agriculture and natural resources avoids the loss of sequestration potential; a long-term path for reducing greenhouse gases (GHGs) in the natural environment. It also avoids air quality impacts when agricultural land outside of Urban Reserve Lines (URLs) are converted to more intense land uses.

Goal 3 and 4 can also ensure the development of walkable and bikeable communities within the URLs. When people can walk and cycle to nearby workplaces, traffic is reduced, and physical activity is promoted which can help to create healthier communities. The APCD supports these goals, as they are consistent with the SLO APCD's Clean Air Plan and SLOCOG's Regional Transportation Plan and Sustainable Communities Strategy. Additionally, Goal 5 supports the development of housing within our jurisdictions that is available to people at all income levels. By improving housing affordability within the URLs

there is an opportunity to improve jobs/housing balance which reduces VMT and related air pollution.

The housing elements currently available for review show updates with the Regional Compact goals and policies in mind. The table below displays some examples:

City of Atascadero's proposed Program 1.C Mixed-Use Development	Continue to allow mixed residential and commercial development and promote second- and third-story residential development in the Downtown zoning districts. To increase project certainty and streamline development, the City will consider identifying appropriate, mid-block locations, outside of the downtown, for future mixed-use/residential development (in commercial zoning districts) while considering appropriate jobs/housing balance and fiscal impacts. Considering market conditions and development costs, the City will provide, when possible, developer incentives such as expedited permit processing and flexible development standards for units that are affordable to lower-income households.
City of San Luis Obispo's proposed Program (5.6) Housing Variety	This program proposes that the City evaluate ways in which to increase the number of housing units available to the missing middle by specifically exploring ways to promote housing types such as duplexes, triplexes, quadplexes, cottages, etc.
San Luis Obispo County's proposed Program B: AB 686 Affirmatively Further Fair Housing	Take actions and/or update the Fair Housing Plan to affirmatively further fair housing and ensure compliance with AB 686 to ensure that meaningful actions will be taken to combat discrimination, overcome patterns of segregation, and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.
City of Morro Bay's Program H-1.4	In order to create a vibrant, pedestrian- and bicycle-friendly small urban atmosphere in the downtown area and ensure optimal access to services and public transportation, the City will encourage the development of new high-density housing in and adjacent to the downtown commercial district. To facilitate this goal, the City will inventory vacant and underutilized lots in and adjacent to the downtown business district, identify sites or areas where re-zoning to high-density residential or mixed-use categories might be desirable and modify the City's zoning map as appropriate.

The APCD would like to commend the many goals, policies and programs in the Regional Compact and housing elements that minimize air quality impacts from development. However, the siting of housing units should be done in accordance with the California Air Resource Board's technical advisory document Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways to reduce diesel particulate matter impacts. Diesel particulate matter has been classified by the state as a toxic air contaminant and a carcinogen. Locating housing near some sections of rail lines may

also pose toxic risk impacts due to locomotive traffic or idling. Finally, siting lower-income housing near diesel impact sources may need further consideration because these community members often face existing health disparities (See Page 57 of the CARB's 2017 Scoping Plan update).

Local governments should also consider localized air pollution resulting from the concentration of various stationary sources, such as freight-handling facilities, manufacturing facilities or other industrial air pollution sources. When siting new housing near potential sources of pollution, layout and design considerations to reduce exposure to sensitive land uses should be incorporated. For example, policies can identify minimum setbacks and orientation strategies to be sited as far as possible from the toxic source to avoid health risks. Further, ensuring housing is located near or developed with transit services and active transportation infrastructure, offers the opportunity to minimize trip and commute distances and provide alternative transportation options to employment, schools, and services which can help reduce emissions and improve our region's air quality.

The APCD hopes the other proposed housing elements will also pursue goals and policies from the Regional Compact. Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-5912.

Sincerely,

JACKIE MANSOOR
Air Quality Specialist

JNM/jjh

cc: Rachel Cohen, City of San Luis Obispo
John Holder, City of Atascadero
Janet Reese, City of Grover Beach
Corey Hanh, County of San Luis Obispo
Darcy Delgado, City of Paso Robles
Andrew Perez, City of Arroyo Grande
Matt Downing, City of Pismo Beach
Nancy Hubbard, City of Morro Bay

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/

Making Conservation a California Way of Life.

February 16, 2021

SLO Various
SCH# 2021010158

Jeff Winklepleck,
Senior Management Analyst
City of Pismo Beach
760 Mattie Road
Pismo Beach, CA 93449

COMMENTS FOR THE NOTICE OF PREPARATION (NOP) FOR THE PISMO BEACH GENERAL PLAN & LOCAL COASTAL PLAN UPDATE

Dear Mr. Winklepleck:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the NOP for the Pismo Beach General Plan & Local Coastal Plan Update. Caltrans offers the following comments in response to the NOP:

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
2. As a result of Senate Bill (SB) 743, effective July 2020 Caltrans replaced vehicle level of service (LOS) with vehicle miles traveled (VMT) as the primary metric for identifying transportation impacts from local development. The focus now will be on how projects are expected to influence the overall amount of automobile use instead of traffic congestion as a significant

impact. For more information, please visit: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

3. Employing VMT as the metric of transportation impact Statewide will help to promote Green House Gas (GHG) emission reductions consistent with SB 375 and can be achieved through influencing on-the-ground development. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting Sustainable Community Strategies (SCS) developed under SB 375.
4. Caltrans encourages a Transportation Demand Strategies (TDM) plan that increases the efficiency of the transportation system by providing options for users other than driving alone, or by shifting travel away from peak periods to help lower VMT. Examples include: locating higher density projects near transit; incorporating Complete Streets; mix use development, and traffic calming measures to enhance walkability.
5. Climate change's impact on the State Highway System (SHS) and local roadways should be addressed given the forecasted regional increase in wildfires, precipitation, and sea level rise. The SHS is the backbone of most county-level evacuation plans and often provides the only high-capacity evacuation routes from rural communities. Further, the SHS serves as the main access routes for emergency responders, and may serve as a physical line of defense such as a firebreak or an embankment against floodwaters, etc.

Caltrans requests to be included in any future public noticing regarding this project to allow us to prepare for and participate in the public process.

We look forward to continued coordination with the City on this effort. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6432 or Jenna.Schudson@dot.ca.gov.

Sincerely,

Jenna Schudson
Development Review Coordinator
Caltrans District 5, LD-IGR South Branch

NATIVE AMERICAN HERITAGE COMMISSION

Governor's Office of Planning & Research

Jan 22 2021

STATE CLEARINGHOUSE

January 19, 2021

Jeff Winklepleck, Senior Management Analyst
City of Pismo Beach
760 Mattie Road
Pismo Beach, CA 93449

Re: 2021010158, Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update Project, San Luis Obispo County

Dear Mr. Winklepleck:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse

Appendix B

Buildout Methodology

Pismo General Plan/Local Coastal Plan: Methodology for Determining Projected Development at Full Build Out

Used to create the LU-4 Table in the Land Use Element

1. Urban Footprint Base Canvas Assumptions

Urban Footprint's Base Canvas constitutes a baseline assessment of existing land use, demographic characteristics, and other conditions in the City, providing the context for scenario planning and the foundation for analysis of alternative scenarios. The default source for parcel information in Urban Footprint is CoreLogic, which is a leading provider of real estate data in the United States.

2. Determination of Land Uses for Inclusion

This buildout compares existing on-the-ground Base Canvas development to the buildout potential of four General Plan land use categories in the City where change is anticipated, including Commercial, Central Commercial, High Density Residential, Mixed Use, and Public/Semi-Public land uses. Only vacant and underutilized parcels within these designations were selected for potential growth.

3. Creation of Future Assumptions

When generating assumptions for the four land uses, Dudek first looked at the stated requirements or maximums for residential dwelling units per acre (du/ac), floor area ratio (FAR), height, and parking where possible. For each land use, employment and density limits were determined by matching them closely to the average employment and du/ac of current developed parcels within each land use category. An example formula to calculate commercial employment density can be seen below.

$$Current\ Commercial\ Employment\ Density = \left(\frac{Total\ Commercial\ Zoned\ Jobs - Underutilized\ Commercial\ Zoned\ Jobs}{Total\ Commercial\ Zoned\ Acres - Underutilized\ Commercial\ Zoned\ Acres}\right)$$

Future assumptions for each land use were built in Urban Footprint using combinations of building components which created numbers closest to the determined employment and residential densities, and that worked to be within FAR, height, and parking requirements. Previous limitations within Urban Footprint required us to match Pismo's land use designations to prescribed building typologies in Urban Footprint, and adjusting them to match as closely as possible with Pismo's land use requirements and growth expectations.

Current standards per the Land Use Element Update and Future Assumptions used in the build out model can be seen for each of the included land uses below.

Current Land Use Density/Intensity Standards

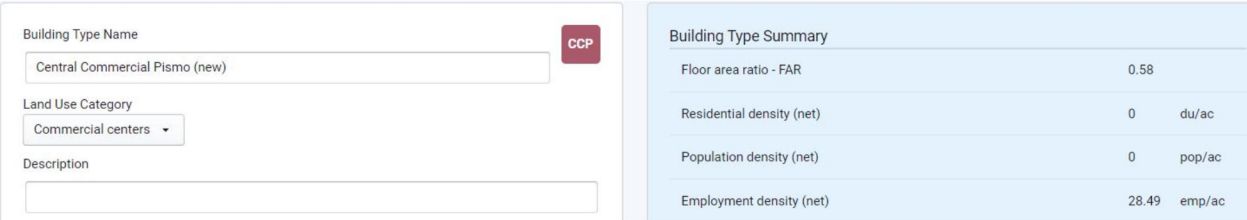
Land Use Designations	FAR or Density *Coastal Zone/Non-Coastal Zone*	Height** *Coastal Zone*	Implementing Zone(s)	Total Acreage
Low-Density Residential	1 to 8 units per ac.	25 feet	R-1, R-R	76.5
Medium-Density Residential	9 to 15 units per ac.	25 - 35 feet	R-2, R-R	247.5
High-Density Residential	16 to 30 units per ac.	25 feet	R-3, R-R	22.2
Very High-Density Residential Overlay	20 to 50 units per ac.	35 – 45 feet***	R-3	1.1
Mobile Home Park	Maximum 8 units to the acre		M-H	58.5
Commercial	Maximum FAR of 2.0	25 - 42 feet	R-4, R-R, C-R, C-1, C-2, C-M	32.5
Resort Commercial	Maximum FAR of 1.25	35 feet	RR, R-4, and CR	73.9
Central Commercial	Maximum FAR of 1.25	35 feet	R-4, R-R, MU	66.4
Mixed-Use	Residential 1.25 maximum Commercial uses: 2.0 maximum	Determined by overlay zone	C-1, C-2, MU	57.2
Industrial	Maximum FAR of 0.5	25 feet	C-M	30.2
Public/Semi Public	Maximum FAR of 2.0	25 feet	G	468.38
Open Space	N/A	15 feet*	OS-1, OS-R	32.21

* Consistency with the View Consideration Overlay Zone must be determined for applicable properties

** Coastal height limits are provided to ensure that the scenic and visual qualities of coastal areas are considered and protected consistent with Coastal Act Section 30251.

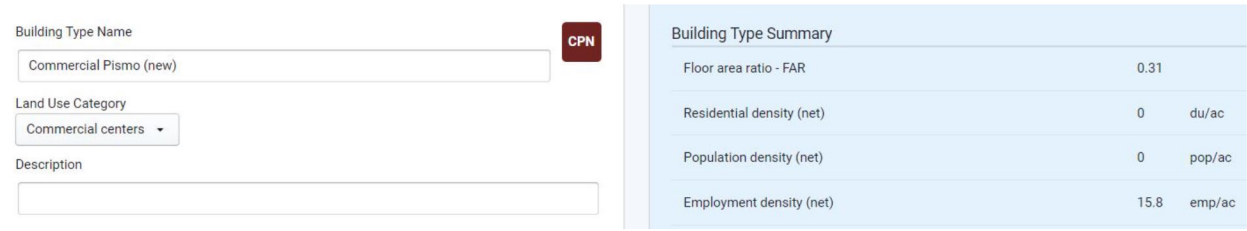
*** Buildings may be up to forty-five (45) feet in height where the Planning Commission finds that significant public views to and along the coast and other scenic areas are protected.

Central Commercial Assumptions



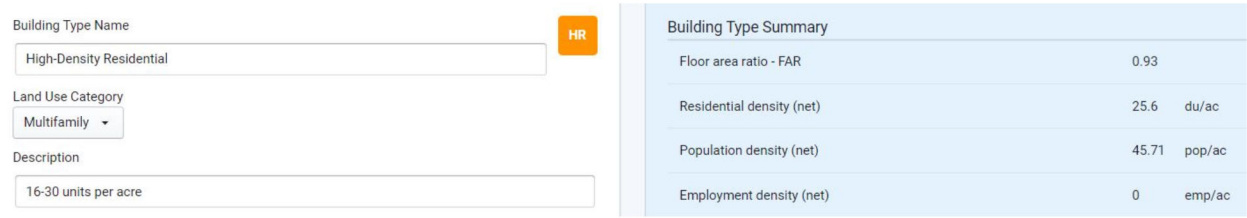
The Central Commercial land use had a maximum FAR of 1.25, and a maximum height of 35 feet. In looking at the currently built out Central Commercial sites, an FAR of 0.58 was determined to be more in line with what Pismo is likely to see built out, with an employment density of 28.49 employees per acre.

Commercial Assumptions



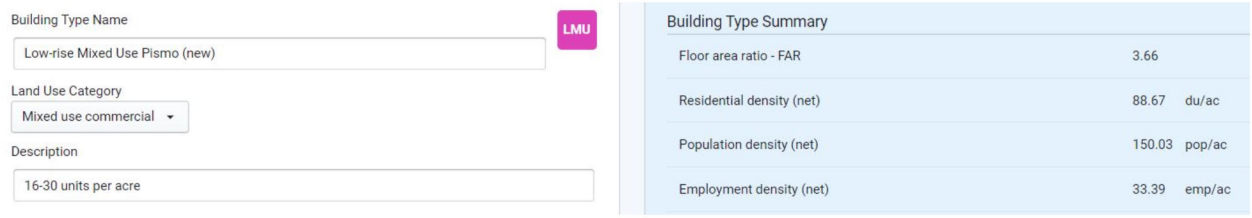
The Commercial land use had a maximum FAR of 2.0, with maximum heights between 25 and 42. Due to the parking required and often offered at commercial sites and in looking at previously built out Commercial sites, an FAR of 0.31 was determined to be more in line with what Pismo is likely to see built out, with an employment density of 15.8 employees per acre.

High-Density Residential Assumptions



The High-Density Residential land use had an allowable range of 16-30 du/ac and a maximum height of 25 feet. Within the model, 25.6 du/ac were allotted for this land use.

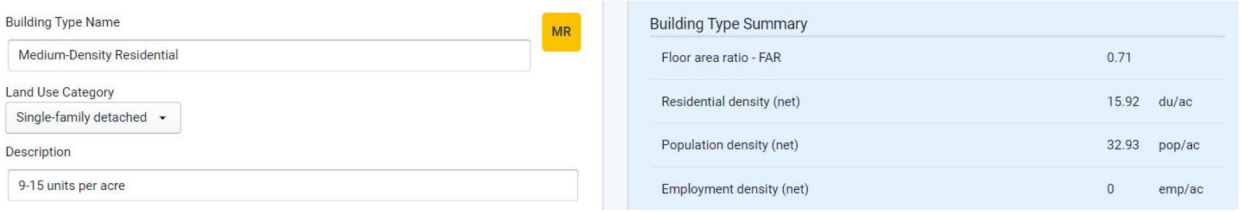
Mixed-Use Assumptions



The Mixed-Use land use had a maximum FAR of 1.25 for residential and 2.0 for commercial. Height maximums varied based on the overlay zoning. The model's FAR for mixed use is shown to be 3.66, far higher than what is allowed by these regulations. Heights were pre-set within the model and its

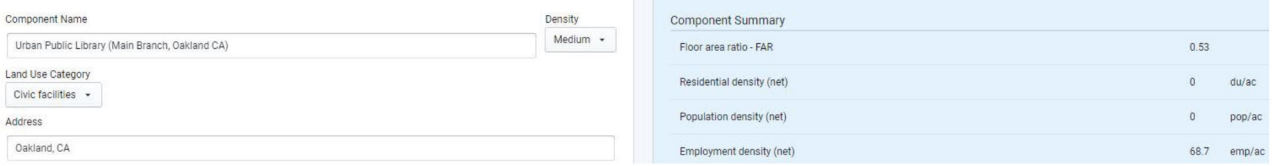
components, so to balance this in the model and create a zoning which is within the FAR requirements, vacant space was added to this mixed use zone. This is the equivalent of reducing the building height, and in turn the FAR, because by removing buildable space building volume is reduced to meet standards.

Medium-Density Residential Assumptions



The Medium-Density Residential land use had an allowed range of 9-15 dwelling units per acre, and a maximum height of 25-35 feet. The closest building type in the model to these requirements slightly overshoots these requirements, coming in at 15.92 dwelling units per acre and leading to 32.93 people per acre. Sites that this assumption applied to were only those that are currently vacant (32 sites), as those were decided to be the only parcels in this land use designation that would experience growth. The slightly increased density is offset by the reduced density in the High-Density Residential designation.

Public/Semi-Public Assumptions



The Public/Semi-Public land use has a maximum FAR or 2.0, and a maximum height of 25 feet. The closest building type in the model to these requirements is a modified public library, coming in at a 0.53 FAR and 68.7 employees per acre. Only one site was identified for build out.

4. Application of Future Assumptions

Future assumptions were applied to all underutilized and vacant parcels. For the Medium-Density Residential land use, as described above, only vacant parcels had future assumptions applied to them. The result of this was a "built out" Pismo Beach. Numbers generated and recorded include increases in population, DU, jobs, and non-residential square footage from 2020 to 2040. These increases can be seen on the table below.

Land Use	Number of Vacant or Underutilized Parcels	Potential Increase in Population	Potential Increase in Dwelling Units	Potential Increase in Jobs
Commercial	42	N/A	N/A	242
Central Commercial	26	N/A	N/A	33

Land Use	Number of Vacant or Underutilized Parcels	Potential Increase in Population	Potential Increase in Dwelling Units	Potential Increase in Jobs
High Density Residential	139	289	162	-12
Mixed Use	48	1,221	722	272
Medium Density Residential	32	471	228	0
Public/Semi-Public	1	-2	-1	10
Total	**288**	**1,979**	**1,111**	**545**

5. Comparison to SLOCOG Predictions

To compare to SLOCOG employment and dwelling unit predictions, growth per year ratios were utilized. SLOCOG's predictions are from 2015 to 2030, or a 15 year range. Dudek's predictions are from 2020 to 2040, a 20 year range. Build outs and assumptions were altered to create predictions closer to SLOCOG's predicted growth, while staying within the land use requirements.

The discrepancies between growth predictions can be seen on the table below.

Growth Comparisons		
	Increase in DU	Increase in Jobs
Dudek Growth Per Year	55.5	25.8
SLOCOG Growth Per Year	47.7	27.4

Dudek's current methodology assumes a 100% build out for the identified underutilized and vacant parcels.

Appendix C

Noise Element Technical Background Report

CITY OF PISMO BEACH

GENERAL PLAN NOISE ELEMENT UPDATE 2020

TECHNICAL BACKGROUND REPORT

1 Acoustics Principles

1.1 Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz). As an example of this phenomenon, a person speaking creates energy through vibration of the vocal chords, pressure waves caused from this vibration are carried through the air to a nearby listener's ear, where they are detected as the sound of a human voice.

The speed of sound in air is approximately 770 miles per hour, or 1,130 feet/second. Knowing the speed and frequency of a sound, one may calculate its wavelength, the physical distance in air from one compression of the atmosphere to the next. An understanding of wavelength is useful in evaluating the effectiveness of physical sound control devices such as mufflers or barriers, which depend upon either absorbing or blocking sound waves to reduce sound levels.

Noise is defined as loud, unexpected, or annoying sound. The fundamental acoustics model consists of a noise source, receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB; another useful aspect of the decibel scale is that changes in levels (dB) are uniform throughout the scale, which corresponds closely to human perception of relative loudness.

1.2 Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) is the average noise level averaged over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 PM to 7:00 AM Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events.

1.3 Metrics Used in Noise Assessment

A-Weighted Decibel Scale

The A weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be used. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound (Caltrans 2013). When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA. (Caltrans 2013)

Sound Propagation and Attenuation

Sound spreads (propagates uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Caltrans 2013). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. Thus, soft-site attenuation from a point source is at a rate of 7.5 dB for each doubling of distance, while soft-site attenuation from a line source is 4.5 dB per each doubling of distance (Caltrans 2013).

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Cowan 1994). The way older homes in California were constructed generally provides a

reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (HUD 2009).

1.4 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being is the basis for land use planning policies directed towards the prevention of exposure to excessive community noise levels. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA (Cowan 1994). Interior noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted (Caltrans 2013).

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Health Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance (FICON 1992).

2 Community Noise Survey

2.1 Description of Major Noise Sources in the Community

2.1.1 Transportation Noise Sources

Aviation

The nearest public airports to the study area are the San Luis Obispo County Regional Airport located approximately 5 miles due northwest, and the Oceano County Airport located approximately 2 miles to the south. According to the Airport Land Use Plan (ALUP 2005) the mapped 60 dB noise contour for the San Luis Obispo County Regional Airport extends no further than 1,000 feet from the runways in the direction of Pismo Beach; this 60 dB contour is therefore located more than 4.5 miles from Pismo Beach. According to the ALUP for Ocean County Airport (ALUP 2007), the 65 dB noise contour for Oceano Airport extends no closer to Pismo Beach than approximately Farroll Road in Grover Beach (approximately one mile south of the Pismo Beach City limits). High-altitude overflights for aircraft using the San Luis Obispo County Airport occur over the study area, but do not contribute to the ambient noise environment within the study area. Consequently the Pismo Beach noise environment is not affected by aircraft operations associated with airport facilities in the region.

Roadways

Highways are a major noise source in many jurisdictions, and they are the primary means of circulation throughout Pismo Beach. Pismo Beach is primarily subject to noise impacts from US Highway 101 and State Route 1. US Highway 101 roughly bisects Pismo Beach in the southern and central portions of the City, and is aligned along the east side of urban development in the northern portion of the City. The relatively central alignment of US Highway 101 means that traffic noise from this facility affects much of the area within the City. State Route 1 is a separate two-lane at grade highway only within the southern section of the City, joining with US Highway 101 in the vicinity of Pismo Preserve. State Route 1 generally bisects the western urban areas of the City between US Highway 101 and the beach. With more limited traffic and only two travel lanes, noise from Route 1 is not as extensive as that from US Highway 101. One short-term noise measurement and manual traffic counts were conducted for each of these highways to characterize existing noise levels.

Major arterial roadways in Pismo Beach also contribute traffic noise to the ambient noise environment. While traffic speeds are lower on these facilities than on highways, setback distances from travel lanes to adjacent uses tend to be less, and therefore noise from arterial roadways can result in unacceptably high noise levels at adjacent noise-sensitive land uses. Dudek completed a short-term noise measurement and manual traffic counts

for Ocean Boulevard, North 4th Street, Mattie Road, North Oak Boulevard, Price Canyon Road, and Shell Beach Road, to characterize existing traffic noise levels along these roadways.

Railroads

The Union Pacific Railroad (UPRR) owns rail lines that traverse Pismo Beach, carrying UPRR freight trains and Amtrak passenger trains. The UPRR line extends from the Bello Street industrial area at the City's northern boundary, due south to the vicinity of Pismo State Beach before continuing on to Grover Beach.

Although train noise is intermittent, it is a significant source of noise due to its magnitude and associated vibration effects. Train noise is comprised of the sounds of the locomotive engine, wheel-on-rail noise, and train whistles near at-grade roadway crossings. For train horns to be an effective warning device for motorists, they must provide a sound level capable of initiating a response from the driver as the train approaches the crossing. Dudek completed a 24-hour continuous sound level measurement adjacent to the UPRR alignment in order to characterize community noise levels associated with train operations.

2.1.2 Industrial - Commercial Noise Sources

Industrial Sources

Noise from industrial businesses and large stationary sources varies but can result in substantially elevated noise levels and impacts on adjacent noise-sensitive land uses. Industrial operations often involve the use of mechanical equipment, generators, and vehicles that contribute to noise levels at industrial sites, particularly if operations occur outdoors. Pismo Beach has one area designated for industrial uses; the area is situated east of Price Canyon Road, generally north of Bello Street, and along the west side of the UPRR alignment (described above). Currently this area serves as storage and staging for Pacific Gas and Electric. Dudek conducted a 24-hour measurement near the closest residences west of this industrial area to characterize community noise levels from industrial operations.

Commercial Sources

Most of the commercial businesses in Pismo Beach are aligned along Price Street, Shell Beach Road, 5 Cities Drive, and Hinds Avenue/Price Canyon Road. The Pismo Beach Premium Outlets represents the largest commercial use, by size and in relation to traffic generation. As a major commercial land use and stationary noise source, Dudek completed a 24-hour measurement near the closest residences south of Pismo Beach Premium Outlets area to characterize community noise levels from major commercial retail operations.

2.2 Existing Noise Levels

2.2.1 Sound Level Measurement Program

Existing noise conditions present in the City of Pismo Beach were inventoried by Dudek in October 2019. Two types of sound-level measurements were taken: short-term (varying from 5 to 30 minutes) measurements were performed along highways and major local roadways to characterize noise levels associated with transportation facilities and for calibration of the transportation noise model; and, 24-hour measurements were performed

adjacent to the railroad, in the vicinity of the Price Canyon Road industrial area, and adjacent to the Pismo Beach Premium outlets. Noise measurement location points are illustrated in Exhibit 1 (at the back of this report).

Sound-level measurements were performed using two different integrating sound-level meters: A Rion Model NL-32 (American National Standards Institute [ANSI] Type I), and three SoftdB Piccolo II Model (ANSI Type II). ANSI Type I and Type II sound-level meters both have sufficient accuracy to be used for environmental noise evaluation. The sound-level meters were calibrated before and after each series of measurements using a Rion Model NC-74 calibrator.

SHORT-TERM MEASUREMENTS

Roadway Sound Level Measurements

Since roadway traffic is often a primary contributor to the noise environment in any community, short-term noise measurements were conducted adjacent to selected existing roadways within Pismo Beach. These measurements are useful in characterizing ambient noise levels along roadways, as well as providing sound data and manual traffic counts used to calibrate the transportation noise model. A total of 10 short-term noise measurements were conducted. The results of short-term roadway traffic noise measurements are presented in Table 1. Field data for each short-term sound level measurement are provided in Attachment 1 (Short-term Noise Measurements Field Data Sheets), including measured sound levels, manual traffic count results, distance from the roadway edge to the measurement point, vehicle speed on the roadway, and measurement point identification.

Table 1
Roadway Noise Level Measurements (Existing) (dBA)

ST #	Date Measured	Measurement Time Period	L_{eq}	L_{max}	L_{min}	Roadway
1	10/22/19	11:35 - 11:50	55	62	50	**Seacliff Drive** (between Paddock & Baker)
2		12:30 - 12:45	54	61	49	**Ocean Blvd.** (between Palisade & Seaview)
3		14:05 - 14:20	43	46	41	**Dugan Road.** (between Christine & Elaine)
4		9:40 - 9:45	72	76	69	**US Highway 101** (at southbound 5 Cities Drive ramps)
5		13:00 - 13:10	69	83	51	**State Route 1** (between Park & Addie)
6		10:10 - 10:20	73	82	49	**North 4th Street** (south of 5 Cities Drive)
7		10:50 - 11:20	66	80	62	**Mattie Road** (between Foothill and Bayfront)
8		13:50 – 14:00	67	79	45	**North Oak Park Blvd.** (south of Dell Ct.)
9		13:20 - 13:30	71	86	48	**Price Canyon Road.** (south of Meadowlark)
10		12:00 - 12:15	66	83	55	**Shell Beach Road.** (south of Ebb Tide Lane)

Traffic noise measurements (short-term) were collected using the Rion NL-32 ANSI Type I Meter. The meter was placed on a tri-pod at approximately five feet above the ground, in accordance with the ANSI standard for environmental noise measurements. The sound level meter was oriented toward the adjacent street, and a windscreen was employed. The distance from the edge of the pavement to the sound level meter was noted in the field data sheet for each measurement location. The number of cars, medium trucks, and heavy trucks

passing the measurement point during the measurement period were tallied, along with identification of the posted speed limit for the roadway. The duration was noted for each measurement, and sound levels including L_{eq}. L_{max}, L_{min}, and other percentile statistics were recorded on the data sheet for each measurement location (Refer to Attachment 1). The measurement identifications (ST#) in Table 1 correspond to locations illustrated in Exhibit 1 for these short-term measurements.

As presented in Table 1, recorded traffic noise levels range from a high of 73 dBA L_{eq} to a low of 43 dBA L_{eq}. The highest traffic noise levels are associated with US Highway 101, North 4th Street, and Price Canyon Road, with each of these roadways carrying a large number of vehicles at higher speeds. Dugan Road (LT3) had the lowest recorded noise level, and there were also no vehicles that passed the measurement point during the measurement. There were also no vehicles that passed the measurement point on Seacliff Drive (LT1) during the measurement, but background surf noise was dominant at this measurement point along the sea cliff, resulting in a moderate recorded noise level of 55 dBA L_{eq}.

LONG-TERM MEASUREMENTS

Dudek completed a total of three long-term (24-hour) measurements to characterize environmental noise associated with industrial, commercial, and railroad operations. Long term measurement locations (LT#) are indicated on Exhibit 1 (at the end of this report). Measurements were conducted using three SoftdB Piccolo II Model (ANSI Type II) sound level meters. The measurements were unattended, but locked cases were employed to prevent tampering of the meters. The Piccolo meters were calibrated before and after the 24-hour measurements to verify accuracy.

The Piccolo meters were configured to record data each hour (using a one-hour averaging period) across the entire 24-hour measurement. Sound level metrics including L_{eq}. L_{max}, L_{min}, and other percentile statistics were recorded for each hourly period. Data logs for each long term measurement location are included in Attachment 3. Based on the recorded hourly averages at each long-term measurement location, the CNEL was calculated at these monitoring locations; a CNEL worksheet for each location is also provided in Attachment 3.

Table 2 summarizes the minimum (L_{min}) and maximum (L_{max}) sound levels recorded for each monitor location during the 24-hour measurement, as well as the calculated 24-hour weighted average noise level (CNEL). The sound monitor location description and source being measured are also provided in Table 2 for each monitor location. More detail about each monitoring location is provided below Table 2.

Table 2
Ambient Sound Level Measurements (dBA)

Site	Location	Noise Sources	Dates	CNEL	L_{max}	L_{min}
LT1	Closest residences west of Price Canyon Industrial Area	Price Canyon Industrial Area	10/22/19 – 10/23/19	56	82.5	37.1
LT2	Adjacent to UPRR alignment, vicinity of Park View Avenue	UPRR train operations	10/22/19 – 10/23/19	66	94.9	43
LT3	Near closest residences, southwest corner of Pismo Premium Outlets	Pismo Premium Outlets	10/22/19 – 10/23/19	64	92.7	43.1

Industrial Noise Sources (LT1)

The only area designated for industrial uses within Pismo Beach is located along the west side of the UPRR alignment, north of Bello Street, and east of Price Canyon Road. To characterize industrial noise levels, a 24-hour measurement was conducted along Dell Court, between two widely-spaced residences closest to the western boundary of the industrial area (LT1 on Exhibit 1). The measurement location is approximately 300 feet from the western boundary of the industrial area. A 56 dBA CNEL at this location was determined from hourly average noise levels. Using this CNEL value and separation distance from the industrial area, the distance to the 70, 65 and 60 CNEL contours was calculated. This calculation was based upon outdoor attenuation rates of 6 dBA per doubling of distance for a point source. This calculation ignores topography, the presence of structures or walls, and the presence of vegetation, and is therefore very conservative (i.e., the presence of topography between the industrial uses and receivers would partially or fully block the propagation of sound, reducing the distance from the industrial noise source to the calculated noise contour boundary). The distance to the 70, 65, and 60 dBA CNEL contour associated with the industrial area operations is reported in Table C (Attachment 2).

Railroad Noise Sources (LT2)

To characterize community noise levels from rail (train) operations, a 24-hour measurement was conducted along the UPRR tracks, in the vicinity of Park View Avenue (LT2 on Exhibit 1). The measurement location is approximately 40 feet from the center of the tracks. A 66 dBA CNEL at this location was determined from hourly average noise levels. Using this CNEL value and separation distance from the industrial area, the distance to the 70, 65 and 60 CNEL contours was calculated. This calculation was based upon outdoor attenuation rates of 3 dBA per doubling of distance for a line source. This calculation is a conservative worst-case distance, ignoring topography, the presence of structures or walls, and the presence of vegetation. The distance to the 70, 65, and 60 dBA CNEL contour associated with UPRR operations is reported in Table C (Attachment 2).

Commercial Noise Sources (LT3)

The Pismo Beach Premium Outlets represents the largest commercial use, by size and in relation to traffic generation. To characterize noise levels associated with major commercial operations, a 24-hour measurement was conducted at the southwest corner of the Pismo Premium Outlets, near the closest adjacent residences (LT3 on Exhibit 1). The measurement location is approximately 55 feet from the southern boundary of the Pismo Premium Outlets site. A 64 dBA CNEL at this location was determined from hourly average noise levels. Using this CNEL value and separation distance from the commercial retail operations, the distance to the 70, 65 and 60 CNEL contours was calculated. This calculation was based upon outdoor attenuation rates of 6 dBA per doubling of distance for a point source. This calculation is a conservative worst-case distance, ignoring topography, the presence of structures or walls, and the presence of vegetation. The distance to the 70, 65, and 60 dBA CNEL contour associated with UPRR operations is reported in Table C (Attachment 2).

2.2.2 Traffic Noise Modeling (Existing Conditions)

The traffic noise levels presented in Table 1 are the average noise level (L_{eq}) over the period of the measurement. In order to determine the CNEL associated with current traffic volumes, traffic modeling is performed. The existing CNEL was calculated for each of the roadways represented by the short-term measurement locations, except for ST1 and ST3. The roadway segments adjacent to ST1 and ST3 had no traffic occurring during the measurement, and no published traffic data exists for these roads (Seacliff Drive and Dugan Road). As such, ST1 and ST3 are representative of ambient noise levels in residential areas removed from major transportation noise

sources. Adjacent to the ocean, residences can expect a background level of approximately 55 dBA L_{eq}.hourly; in areas removed from both the ocean and US Highway 101, residential neighborhood noise levels are as low as 43 dBA L_{eq}.hourly.

Traffic counts, vehicle speeds, roadway configuration, and noise levels recorded during the short-term measurement at ST2 and at ST4 through ST10 were used to set up and calibrate the TNM 2.5 Traffic Noise Model (FHWA 2004) in order to model existing traffic noise (CNEL) along the roadway segments adjacent to these measurement points. In accordance with FHWA guidelines for TNM 2.5, the counted vehicles at each measurement point were normalized to a one-hour volume (for example if the measurement period was for thirty minutes, the counted number of vehicles was doubled to account for vehicles passing the measurement point during a 60-minute period). The normalized traffic volume, vehicle composition ratios, vehicle speeds, and lane configurations recorded during the noise measurement at each location were used to calibrate the model and verify the input used in the noise model. The modeled L_{eq} for short-term measurement locations are within one dB of the measured noise levels. This result generally confirms the assumptions used in the noise model.

The calibrated noise model was then run using "existing" average daily trip (ADT) for each of the selected highway and roadway segments. The existing scenario input ADT data for the model runs in presented in Attachment 2 (Table A - Traffic Count Data and Future Traffic Volume Forecast Summary), including the identification of sources for the "existing" scenario ADT data. The calculated existing CNEL for each selected highway and roadway segment is also presented in Attachment 2 (Table B - Traffic Noise Levels and Noise Contour Boundary Distances). The TNM 2.5 model runs used a uniform distance of 50 feet from the centerline of US Highway 101, and 25 feet from the center-line of all other roadways. The CNEL values at this uniform distance are reported in Table B.

The modeled CNEL at a given distance of 50 feet (US Highway 101) or 25 feet (all other roadways) from the roadway was then used to calculate the distance from the roadway center-line to the boundary of the 70, 65, and 60 dBA CNEL contours. This calculation was based upon outdoor attenuation rates of 3 dBA per doubling of distance for a line source. This calculation ignores topography, the presence of structures or walls, and the presence of vegetation, and is therefore very conservative (i.e., the presence of buildings along a roadway would partially or fully block the propagation of sound, reducing the distance from the roadway to the calculated noise contour boundary). The distance to the 70, 65, and 60 dBA CNEL contour is also reported in Table B.

2.3 Predicted Future Noise Levels

Roadway transportation represents the most important and pervasive noise source for a compact community such as Pismo Beach. Therefore, the prediction of future community noise levels in Pismo Beach rests heavily on modeling of traffic noise associated with ADT forecasts pertaining to major local roadways and highways. For freeways and highways, Dudek used the Citywide Transportation Model and Circulation Study, Final Report (Pismo Beach 2016) ADT to the year 2035 for each of the selected highway segments. In order to extend the forecast to Year 2040, Dudek applied the annual growth rate indicated in the 2019 Regional Transportation Plan (SLOCOG 2019). The RTP identifies an annual growth rate of 0.053%, which Dudek applied to the 2035 ADT values in the Circulation Study, to increment the predicted ADT values to the Year 2040. For local street segment volumes, Dudek used 2040 forecasted peak intersection volume data for local streets in the Pismo Beach Circulation Element Update, Final Report (GHD September 2021)

The calibrated noise model was then run using the calculated Year 2040 ADT data (described above) for each of the selected highway and roadway segments. The Year 2040 scenario input ADT data for the model runs in presented in Attachment 2 (Table A - Traffic Count Data and Future Traffic Volume Forecast Summary). Notes in the table identify the sources for the forecasted ADT data in the table. The calculated Year 2040 CNEL for each selected highway and roadway segment is also presented in Attachment 2 (Table B - Traffic Noise Levels and Noise Contour Boundary Distances). The TNM 2.5 model runs used a uniform distance of 50 feet from the centerline of US Highway 101, and 25 feet from the center-line of all other roadways. The modeled Year 2040 CNEL values at this uniform distance are reported in Table B.

The modeled Year 2040 CNEL at a given distance of 50 feet (US Highway 101) or 25 feet (all other roadways) from the roadway was then used to calculate the distance from the roadway center-line to the boundary of the 70, 65, and 60 dBA CNEL contours. This calculation was based upon outdoor attenuation rates of 3 dBA per doubling of distance for a line source. This calculation is a conservative worst-case distance, ignoring topography, the presence of structures or walls, and the presence of vegetation. The distance to the 70, 65, and 60 dBA CNEL contour is also reported in Table B.

3 References Cited

Airport Land Use Commission of San Luis Obispo County. 2005. *Airport Land Use Plan for the San Luis Obispo County Regional Airport, May 18, 2005.*

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City of Pismo Beach. 2016 . *City of Pismo Beach Citywide Transportation Model and Circulation Study, Final Report*, August 23, 2016.

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Cowan, James P. 1994. *Handbook of Environmental Acoustics*

Federal Highway Administration (FHWA), 2004, *Traffic Noise Model Version 2.5 (TNM 2.5)*

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HUD, *Noise Guidebook*, 2009. Available at: https://www.hudexchange.info/resource/313/hud-noise-guidebook/

San Luis Obispo Council of Governments (SLOCOG). 2019. Regional Transportation Plan



SOURCE: NAIP 2016; San Luis Obispo County 2019

DUDEK 0 1,200 2,400 Feet

EXHIBIT 1

Noise Measurement Locations

Pismo Beach Noise Element Update ▯ Background Technical Report

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ATTACHMENT 1

FIELD DATA SHEETS - SHORT TERM MEASUREMENTS

DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: Pismo Beach NEU — PROJECT #: 11924
SITE ID: ST-1 Memory Park
SITE ADDRESS: — OBSERVER(S): JVL
START DATE: 10/22 — END DATE: 10/22
START TIME: 11:35 — END TIME: 11:50

METEOROLOGICAL CONDITIONS

TEMP: 72 F — HUMIDITY: 38 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: 0 MPH — DIR. N NE S SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 — TYPE (1) 2 — SERIAL # 01030561
CALIBRATOR: RION NC-74 — SERIAL # 34678576
CALIBRATION CHECK — PRE-MEASUREMENT: 94 dBA SPL — POST-MEASUREMENT: 94 dBA SPL — WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	11:35	11:50	55.2	61.6	50.1	52.3	54.3	57.4	

COMMENTS: MEMORY PARK - ADJACENT TO CLIFF STREET
TYPICAL DAYTIME FOR RESIDENTIAL NEIGHBORHOOD

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: BACKGROUNDS
ROADWAY TYPE: — DIST. TO RDWY C/L OR EOP:

TRAFFIC COUNT DURATION: ___ MIN — SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS				
MED TRKS				
HVY TRKS				
BUSES				
MOTRCLS				

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ___

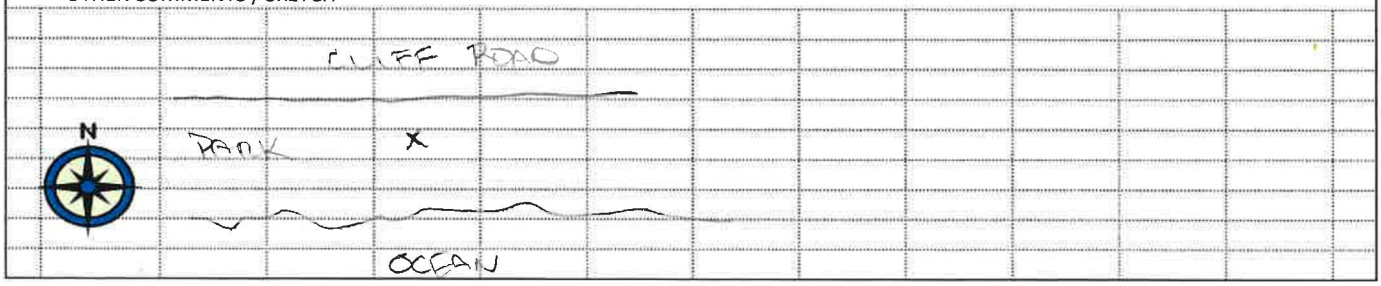
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
___ MIN				

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: OCEAN SURF

DESCRIPTION / SKETCH

TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: #8 > #9
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU | PROJECT #: 11924
SITE ID: ST-2
SITE ADDRESS: OCEAN BLVD. | OBSERVER(S): JVL
START DATE: 10/22 | END DATE: 10/22
START TIME: 12:30 | END TIME: 12:45

METEOROLOGICAL CONDITIONS

TEMP: 74 F | HUMIDITY: 35 % R.H. | WIND: CALM (LIGHT) MODERATE
WINDSPD: 2 MPH | DIR. N (NE) S SE S SW W NW | VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) | OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 | TYPE 1 (2) | SERIAL # 01030561
CALIBRATOR: RION NC-74 | SERIAL # 34678576
CALIBRATION CHECK | PRE-MEASUREMENT: 94 dBA SPL | POST-MEASUREMENT: 94 dBA SPL | WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST | FRONTAL (RANDOM) ANSI | OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	12:30	12:45	53.6	60.9	49.3	51.3	52.6	55.6	

COMMENTS: BACKGROUND FOR RESIDENTIAL NEIGHBORHOOD AT BEACH. LITTLE TRAFFIC ON OCEAN BLVD DURING MEASURE.

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: SURF STREAM/SEA WAVES
ROADWAY TYPE: COLLECTOR | DIST. TO RDWY C/L OR EOP: 10'

TRAFFIC COUNT DURATION: ___ MIN | SPEED: 25

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	5			
MED TRKS	0			
HVY TRKS	0			
BUSES	0			
MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ___

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

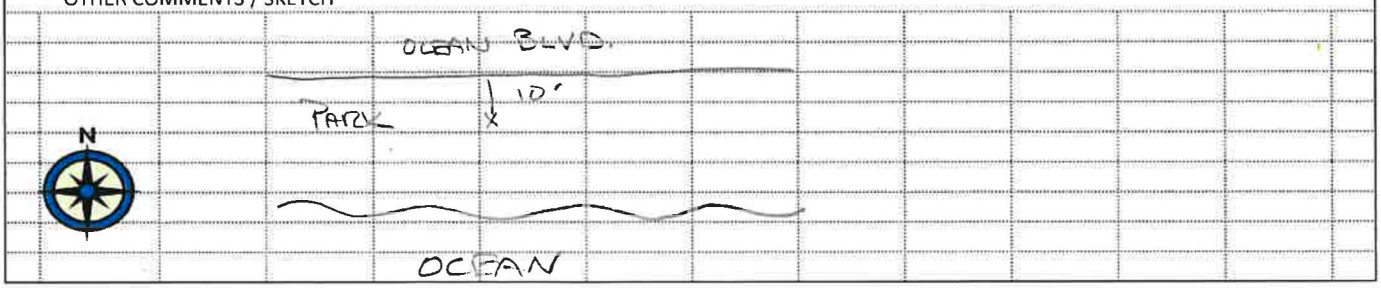
TRAFFIC COUNT DURATION: ___ MIN | SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 25

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: OCEAN SURF

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED FLAT OTHER:
PHOTOS: #13 & #14
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU | PROJECT #: 11924
SITE ID: ST-3
SITE ADDRESS: DUGAN RD @ ELAINE WAY | OBSERVER(S): TVL
START DATE: 10/22/19 | END DATE: 10/22/19
START TIME: 2:05 | END TIME: 2:20

METEOROLOGICAL CONDITIONS

TEMP: 74 F | HUMIDITY: 32 % R.H. | WIND: CALM (LIGHT) MODERATE
WINDSPD: 3 MPH | DIR. N (NE) S SE S SW W NW | VARIABLE (STEADY) GUSTY
SKY: (SUNNY) (CLEAR) | OVRCAST | PRTLY CLDY | FOG | RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 | TYPE (1) 2 | SERIAL # 01030561
CALIBRATOR: Rion NC-74 | SERIAL # 34678576
CALIBRATION CHECK | PRE-MEASUREMENT: 94.0 dBA SPL | POST-MEASUREMENT: 94.0 dBA SPL | WINDSCRN: x

SETTINGS: A-WTD | SLOW | FAST | FRONTAL | RANDOM | ANSI | OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	2:05	2:20	42.7	45.9	41.1	41.7	42.3	44.1	

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC | AIRCRAFT | RAIL | INDUSTRIAL | OTHER: BACKGROUND
ROADWAY TYPE: | DIST. TO RDWY C/L OR (EOP): 8'

TRAFFIC COUNT DURATION: ___ MIN | SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS				
MED TRKS				
HVY TRKS				
BUSES				
MOTRCLS				

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: ___

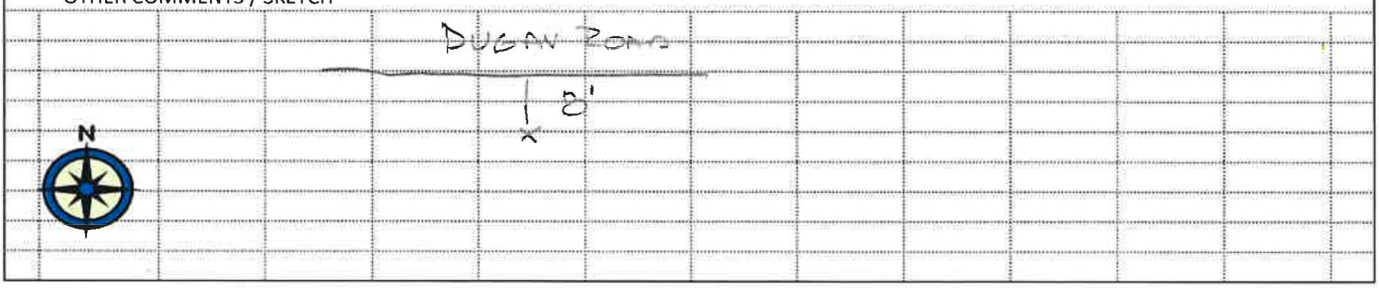
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
___ MIN				

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT | RUSTLING LEAVES | DIST. BARKING DOGS | BIRDS | DIST. INDUSTRIAL
DIST. KIDS PLAYING | DIST. CONVRSTNS / YELLING | DIST. TRAFFIC (LIST RDWYS BELOW) | DISTD GARDENERS/LANDSCAPING NOISE
OTHER: DISTANT US101, TRAIN HORN

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED (FLAT) OTHER:
PHOTOS: #19, #20
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU — PROJECT #: 11974
SITE ID: ST-4
SITE ADDRESS: FIVE CITIES DRIVE McDONALDS — OBSERVER(S): JVL
START DATE: 10/22 — END DATE: 10/22
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 72 F — HUMIDITY: 36 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: 0 MPH — DIR. N NE S SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 — TYPE (1) 2 — SERIAL # 01030561
CALIBRATOR: RION NC-74 — SERIAL # 34678576
CALIBRATION CHECK — PRE-MEASUREMENT: 94 dBA SPL — POST-MEASUREMENT: 94 dBA SPL — WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	9:40	9:45	72.4	75.8	63.7	69.3	72.1	74.4	

COMMENTS: 10-15' ABOVE ELEVATION OF U.S. 101

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: US 101 — DIST. TO RDWY C/L OR (EOP): 125'

TRAFFIC COUNT DURATION: ___ MIN — SPEED ___ — ___ MIN — SPEED

	DIRECTION	COUNT 1 (OR RDWY 1) NB/EB	COUNT 1 (OR RDWY 1) SB/WB	COUNT 1 NB/EB SPEED	COUNT 1 SB/WB SPEED	COUNT 2 (OR RDWY 2) NB/EB	COUNT 2 (OR RDWY 2) SB/WB	COUNT 2 NB/EB SPEED	COUNT 2 SB/WB SPEED
	AUTOS	316							
	MED TRKS	4							
	HVY TRKS	14							
	BUSES	1							
	MOTRCLS	2							

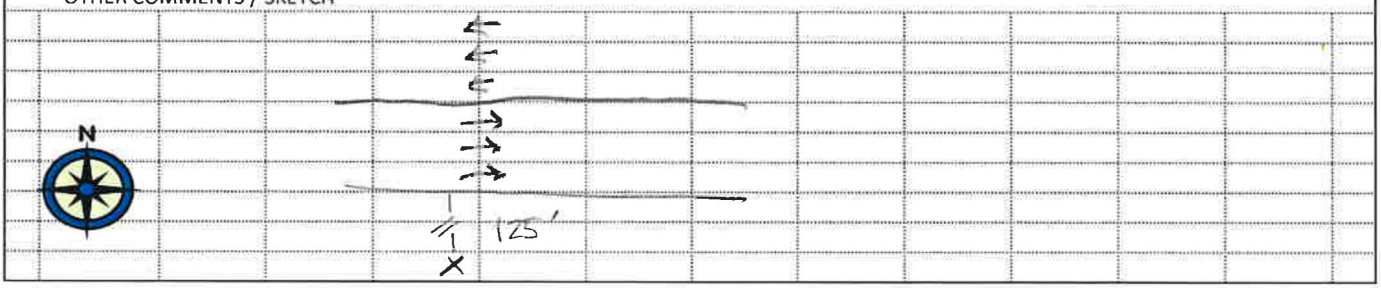
IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: X

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 65

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: #1 & #2
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: HSMD BEACH NEU — PROJECT #: 11924
SITE ID: ST-5
SITE ADDRESS: US 1 — OBSERVER(S): JVL
START DATE: 10/22 — END DATE: 10/22
START TIME: 1:00 — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 74 F — HUMIDITY: 32 % R.H. — WIND: CALM (LIGHT) MODERATE
WINDSPD: 3 MPH — DIR. N (NE) S SE S SW W NW — VARIABLE STEADY GUSTY
SKY: SUNNY CLEAR OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: Rion NL-32 — TYPE (1) 2 — SERIAL # 01030561
CALIBRATOR: Rion NC-74 — SERIAL # 34678576
CALIBRATION CHECK — PRE-MEASUREMENT: 94.0 dBA SPL — POST-MEASUREMENT: 94.0 dBA SPL — WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	1:00	1:10	69.3	83.0	51.3	58.7	67.2	72.2	

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: — DIST. TO RDWY C/L OR EOP:
TRAFFIC COUNT DURATION: ___ MIN — SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	129			
MED TRKS	3			
HVY TRKS	3			
BUSES	0			
MOTRCLS	2			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: X

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

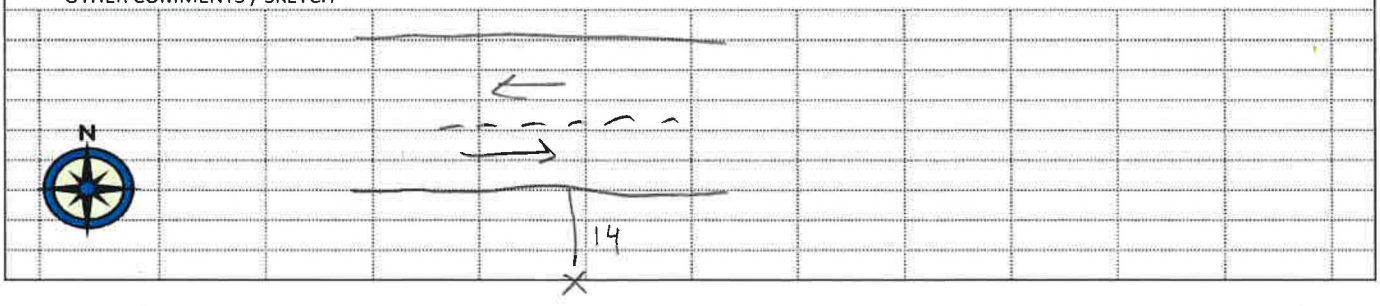
___ MIN

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 45

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: # 15 & #16
OTHER COMMENTS / SKETCH



FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: PISMO BEACH NEU — PROJECT #: 11924
SITE ID: ST-6
SITE ADDRESS: 11TH STREET — OBSERVER(S): JVL
START DATE: 10/22 — END DATE: 10/22
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 72 F — HUMIDITY: 36 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: 0 MPH — DIR. N NE S SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 — TYPE (1) 2 — SERIAL # 01030561
CALIBRATOR: RION NC-74 — SERIAL # 34678576
CALIBRATION CHECK — PRE-MEASUREMENT: 94 dBA SPL — POST-MEASUREMENT: 94 dBA SPL — WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
	10:10	10:20	72.8	81.5	49.5	59.9	70.2	76.7	

COMMENTS:

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ARTERIAL — DIST. TO RDWY C/L OR (EOP): 10' EDGE OF LANE
TRAFFIC COUNT DURATION: ___ MIN SPEED ___ — ___ MIN SPEED

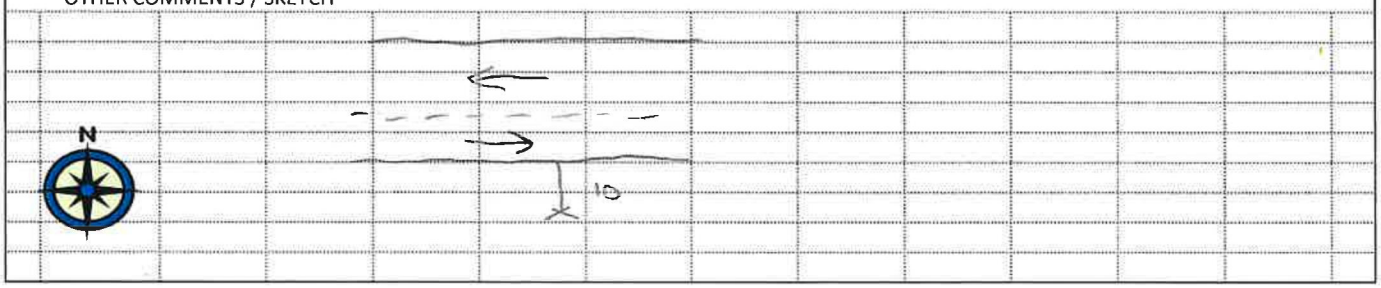
COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2) NB/EB	SB/WB	NB/EB	SB/WB
AUTOS	128								
MED TRKS	1								
HVY TRKS	3								
BUSES	1								
MOTRCLS	0								

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 45

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED FLAT OTHER:
PHOTOS: #3 & #4
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU | PROJECT #: 11924
SITE ID: ST-7
SITE ADDRESS: MATTIE ROAD | OBSERVER(S): JVL
START DATE: 10/22 | END DATE: 10/22
START TIME: 10:50 | END TIME: 11:20

METEOROLOGICAL CONDITIONS

TEMP: 72 F | HUMIDITY: 36 % R.H. | WIND: CALM (LIGHT) MODERATE
WINDSPD: 3 MPH | DIR. N (NE) S SE S SW W NW | VARIABLE (STEADY) GUSTY
SKY: (SUNNY) (CLEAR) | OVRCAST | PRTLY CLDY | FOG | RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 | TYPE (1) 2 | SERIAL # 01030561
CALIBRATOR: RION NC-74 | SERIAL # 34678576
CALIBRATION CHECK | PRE-MEASUREMENT: 94 dBA SPL | POST-MEASUREMENT: 94 dBA SPL | WINDSCRN: X

SETTINGS: (A-WTD) (SLOW) FAST (FRONTAL) RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
	10:50	11:20	65.7	79.8	57.1	62.0	64.5	67.3	

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: | DIST. TO RDWY C/L OR (EOP): 9'
TRAFFIC COUNT DURATION: ___ MIN | SPEED

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	38			
MED TRKS	0			
HVY TRKS	0			
BUSES	0			
MOTRCLS	1			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE: X

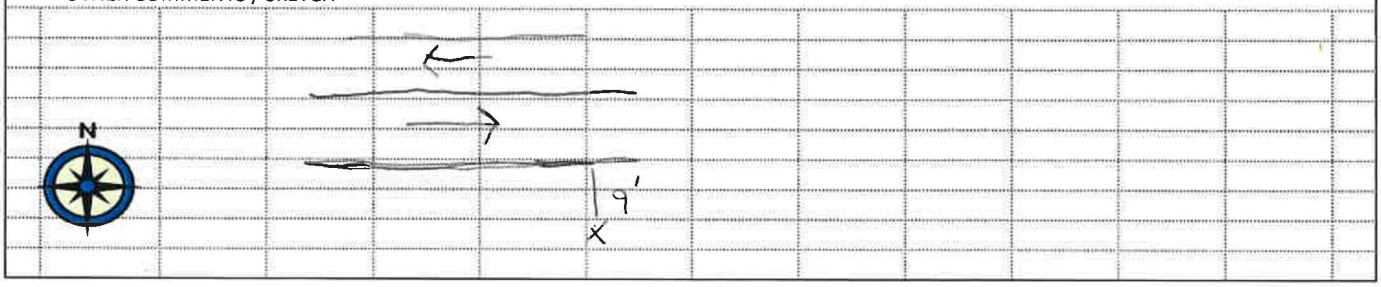
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 35

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: US 101 BACKGROUND

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED FLAT OTHER:
PHOTOS: #5 & #6 & #7
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU | PROJECT #: 11924
SITE ID: ST-8
SITE ADDRESS: N. OAK PARK BLVD | OBSERVER(S): JVL
START DATE: 10/22/19 | END DATE: 10/22/19
START TIME: 1:50 | END TIME:

METEOROLOGICAL CONDITIONS

TEMP _____ F | HUMIDITY _____ % R.H. | WIND: CALM / LIGHT / MODERATE
WINDSPD _____ MPH | DIR. N NE E SE S SW W NW | VARIABLE / STEADY / GUSTY
SKY: SUNNY / CLEAR / OVRCAST / PRTLY CLDY / FOG / RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 | TYPE (1) 2 | SERIAL # 01030561
CALIBRATOR: RION NC-74 | SERIAL # 34678576
CALIBRATION CHECK | PRE-MEASUREMENT 94.0 dBA SPL | POST-MEASUREMENT 94.0 dBA SPL | WINDSCRN X

SETTINGS: A-WTD / SLOW / FAST / FRONTAL / RANDOM / ANSI | OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
	1:50	2:00	67.3	79.1	45.1	49.6	63.3	71.3	

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC / AIRCRAFT / RAIL / INDUSTRIAL / OTHER: _____
ROADWAY TYPE: | DIST. TO RDWY C/L OR EOP: 10'
TRAFFIC COUNT DURATION: ___ MIN | SPEED 40

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
	AUTOS	82			
	MED TRKS	3			
	HVY TRKS	0			
	BUSES	1			
	MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ___

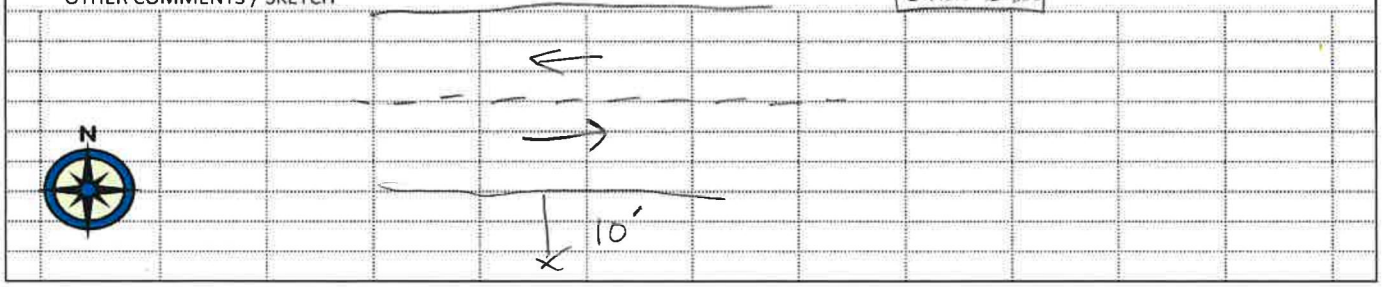
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 40

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. KIDS PLAYING / DIST. CONVRSTNS / YELLING / DIST. TRAFFIC (LIST RDWYS BELOW) / DISTD GARDENERS/LANDSCAPING NOISE
OTHER: _____

DESCRIPTION / SKETCH

TERRAIN: HARD / SOFT / MIXED / FLAT / OTHER: _____
PHOTOS #17, #18
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU — PROJECT #: 11924
SITE ID: ST-9
SITE ADDRESS: PRICE CANYON ROAD @ DELL CT — OBSERVER(S): JVL
START DATE: 10/22/19 — END DATE: 10/22/19
START TIME: 1:20 — END TIME: 1:30

METEOROLOGICAL CONDITIONS

TEMP: 74 F — HUMIDITY: 34 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: 0 MPH — DIR. N NE S SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) — OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 — TYPE (1) 2 — SERIAL # 01030561
CALIBRATOR: RION NC-74 — SERIAL # 34678576
CALIBRATION CHECK — PRE-MEASUREMENT: 94 dBA SPL — POST-MEASUREMENT: 94 dBA SPL — WINDSCRN: X

SETTINGS: A-WTD SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
1	1:20	1:30	71.0	86.5	48.3	53.5	64.9	74.2	

COMMENTS

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: — DIST. TO RDWY C/L OR (EOP): 12 ft.
TRAFFIC COUNT DURATION: ___ MIN — SPEED: 45

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB
	AUTOS	81			
	MED TRKS	4			
	HVY TRKS	7			
	BUSES	0			
	MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ___

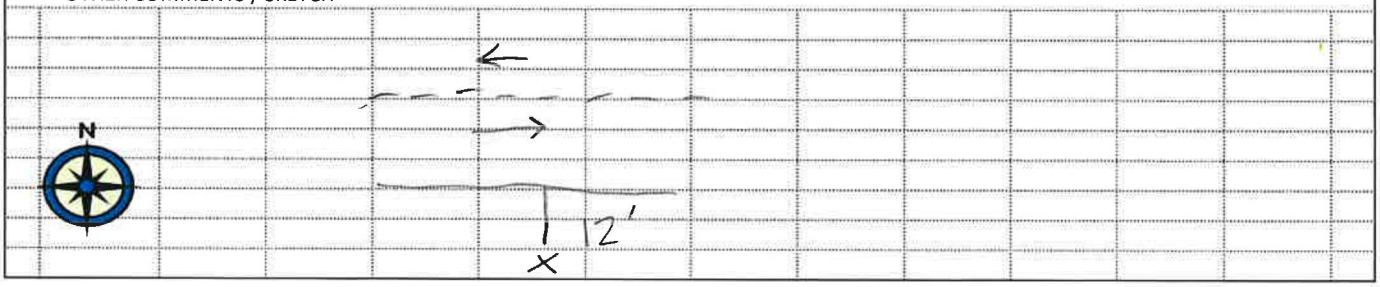
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB	SB/WB

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 45

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: BACKGROUND LEAF BLOWER

DESCRIPTION / SKETCH

TERRAIN (HARD) SOFT MIXED (FLAT) OTHER:
PHOTOS #15, #16
OTHER COMMENTS / SKETCH



DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: PISMO BEACH NEU | PROJECT #: 11924
SITE ID: ST-10
SITE ADDRESS: SHELL BEACH ROAD | OBSERVER(S):
START DATE: 10/22 | END DATE: 10/22
START TIME: NOON | END TIME: 12:15

METEOROLOGICAL CONDITIONS

TEMP: 76 F | HUMIDITY: 34 % R.H. | WIND: CALM (LIGHT) MODERATE
WINDSPD: 3 MPH | DIR. N (NE) S SE S SW W NW | VARIABLE STEADY GUSTY
SKY: (SUNNY) (CLEAR) | OVRCAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: RION NL-32 | TYPE (1) 2 | SERIAL # 00305161
CALIBRATOR: RION NC-74 | SERIAL # 346785760
CALIBRATION CHECK | PRE-MEASUREMENT: 94 dBA SPL | POST-MEASUREMENT: 94 dBA SPL | WINDSCRN: X

SETTINGS: A-WTD SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
	12:00	12:15	66.1	83	54.9	58.7	62.1	69.3	

COMMENTS: BACKGROUND US101 NOISE MICROPHONE ORIENTED TOWARD SHELL BEACH ROAD, AWAY FROM US101

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER: US 101 BACKGROUND
ROADWAY TYPE: ARTERIAL | DIST. TO RDWY C/L OR (EOP): 7 FT.

TRAFFIC COUNT DURATION: ___ MIN SPEED ___ | ___ MIN SPEED

COUNT 1 (OR RDWY 1)

DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB
AUTOS		71		
MED TRKS		2		
HVY TRKS		1		
BUSES		0		
MOTRCLS		0		

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ___

COUNT 2 (OR RDWY 2)

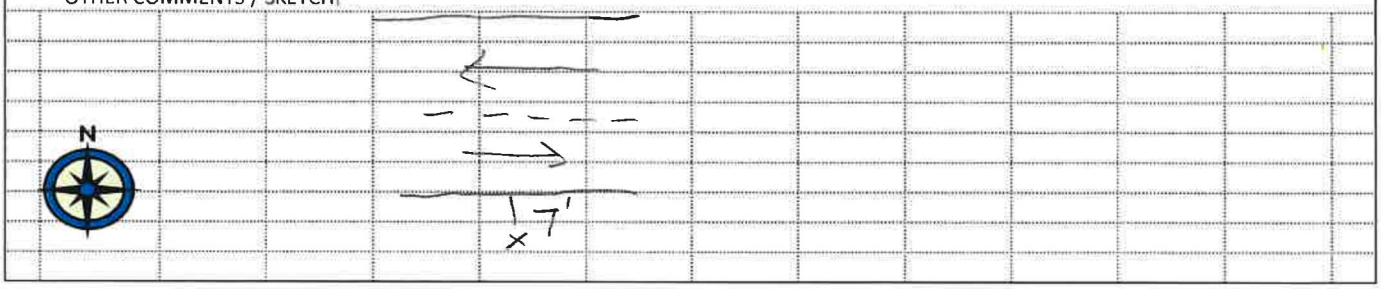
NB/EB	SB/WB	NB/EB	SB/WB

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY: 35

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN (HARD) SOFT MIXED FLAT OTHER:
PHOTOS #10 & 11 & 12
OTHER COMMENTS / SKETCH



ATTACHMENT 2

TRAFFIC NOISE MODELING DATA AND RESULTS

TABLE A - Traffic Count Data and Future Traffic Volume Forecast Summary

Site	Road	Minutes	Autos	MT/Bus	HT	Total A+MT+HT	% Auto	% MT	% HT	Hourly Trips	Speed (mph)	EOP Distance	# of Lanes	L_{eq}	Existing ADT City Streets [3]	Existing ADT Highway [5]	2040 ADT Highway [5]	2040 ADT City Streets [6]
ST-1	Seacliff Drive [1]	15	0	0	0	0	N/A	N/A	N/A	0	25	8	2	55.2	-	-	-	-
ST-2	Ocean Boulevard	15	5	0	0	5	100%	0%	0%	20	25	10	2	53.6	200 [4]	-	-	221 [7]
ST-3	Dugan Road (at Elawe Way) [1]	15	0	0	0	0	N/A	N/A	N/A	0	25	8	2	42.7	-	-	-	-
ST-4	US Highway 101 (adjacent to 5 Cities Drive)	5	318	5	14	337	94%	1%	4%	4044	65	125	4	72.4	-	69600	77652	-
ST-5	US 1	10	131	3	3	137	96%	2%	2%	822	45	14	2	69.3	-	7900	8814	-
ST-6	4th Street	10	128	2	3	133	96%	2%	2%	798	45	10	2	72.8	15480	-	-	18150
ST-7	Mattie Road	30	39	0	0	39	100%	0%	0%	78	35	9	2	65.7	1210	-	-	1300
ST-8	N. Oak Park Boulevard	10	82	4	0	86	95%	5%	0%	516	40	10	2	67.3	16090 [5]	-	-	19283 [5]
ST-9	Price Canyon Road (at Dell Court)	10	81	4	7	92	88%	4%	8%	552	45	12	2	71	11210	-	-	14100
ST-10	Shell Beach Road	15	71	2	1	74	96%	3%	1%	296	35	7	2	66.1	1970	-	-	2800
2018 Circulation Element Update IS/MND Data	US 101: Price St (North) to Mattie Road	-	-	-	-	-	-	-	-	-	65	50	4	-	-	64670	72152	-
	US 101: North of Avila Beach Drive [2]	-	-	-	-	-	-	-	-	-	65	50	4	-	-	62020	69195	-
	US 101: South of Oak Park Blvd. [2]	-	-	-	-	-	-	-	-	-	65	50	4	-	-	62230	69429	-
	US 101: Price St (South) to Prce St (North)	-	-	-	-	-	-	-	-	-	65	50	4	-	-	62840	70110	-
	US 101: Mattie Road to Spyglass Drive	-	-	-	-	-	-	-	-	-	65	50	4	-	-	63550	70902	-
	US 101: Spyglass Drive to Avila Beach Drive	-	-	-	-	-	-	-	-	-	65	50	4	-	-	64860	72364	-
	US 101: Oak Park Blvd to Fourth St	-	-	-	-	-	-	-	-	-	65	50	4	-	-	71070	79292	-
	US 101: Fourth St to Price St	-	-	-	-	-	-	-	-	-	65	50	4	-	-	78600	87693	-

Table Notes:

1 Measurement collected to characterize residential neghborhood sound levels distant from major traffic sources, no traffic occurred on adjacent street during measurement.
2 This segment of US 101 is adjacent to, but outside, Pismo Beach City limits.
3 Existing Local Street Roadway Volume calculated from peak intersection volumes, Pismo Beach Circulation Element Update, September 2021.
4 ADT for local roadway not included in 2021 study; based upon manual traffic count during short-term sound measurement.
5 ADT for US 101 segments, US 1 segment, Oak Park Blvd from 2018 Pismo Beach General Plan Circulation Element Update IS/MND.
6 Year 2040 ADT calculated from peak intersection volumes, Pismo Beach Circulation Element Update, September 2021.
7 Year 2040 volume based upon 2019 manual traffic count, with 2019 RTP annual growth rates (0.5%) applied to predict increase from 2019 to 2040.

Octoober 2021

TABLE A - Traffic Count Data and Future Traffic Volume Forecast Summary

TABLE B -TRAFFIC NOISE LEVELS AND NOISE CONTOUR BOUNDARY DISTANCES

October 2021

Project Number: **11924**
Project Name: **Pismo Beach NEU**

DUDEK

Noise Model Assumptions and Background Data

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Traffic Data Source: 2018 Circulation Element Update MND, San Luis Obispo County RTP 2019, 2021 Circulation Element Update
Community Noise Descriptor: CNEL

24 Hour Traffic Distrbution Assumptions	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium Trucks	87.43%	5.05%	7.52%
Heavy Trucks	89.10%	2.64%	8.06%

CNEL Contour Notes:
" - " countour is located within the roadway right-of-way
Distance is from the centerline of the roadway segment
to the receptor location.

Analysis Condition / **Highway Segment**	Lanes	Median Width	ADT Volume	Design Speed (mph)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	**CNEL at 50 Feet**	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL
US Highway 101										
Price Street to Mattie Road, Existing	4	25	64,670	65	5%	6%	75.5	177	561	1774
Price Street to Mattie Road, 2040	4	25	72,152	65	5%	6%	76.0	199	629	1991
US Highway 101										
North of Avlia Beach Drive, Existing	4	25	62,020	65	5%	6%	75.6	182	574	1815
North of Avlia Beach Drive, 2040	4	25	69,195	65	5%	6%	76.1	204	644	2037
US Highway 101										
South of Oak Park Blvd, Existing	4	25	62,230	65	5%	6%	75.6	182	574	1815
South of Oak Park Blvd, 2040	4	25	69,429	65	5%	6%	76.1	204	644	2037
US Highway 101										
Price Street (south) to Price Street (north), Existing	4	25	62,840	65	5%	6%	75.6	182	574	1815
Price Street (south) to Price Street (north), 2040	4	25	70,110	65	5%	6%	76.1	204	644	2037
US Highway 101										
Mattie Road to Spyglass Drive, Existing	4	25	63,550	65	5%	6%	75.7	186	587	1858
Mattie Road to Spyglass Drive, 2040	4	25	70,902	65	5%	6%	76.2	208	659	2084
US Highway 101										
Spyglass Drive to Avila Beach Drive, Existing	4	25	64,860	65	5%	6%	75.8	190	601	1901
Spyglass Drive to Avila Beach Drive, 2040	4	25	72,364	65	5%	6%	76.3	213	674	2133
US Highway 101										
Oak Park Blvd. to Fourth Street, Existing	4	25	71,070	65	5%	6%	76.6	229	723	2285
Oak Park Blvd. to Fourth Street, 2040	4	25	79,292	65	5%	6%	77.1	256	811	2564
US Highway 101										
Fourth Street to Price Street, Existing	4	25	78,600	65	5%	6%	77.0	251	792	2506
Fourth Street to Price Street, 2040	4	25	87,693	65	5%	6%	77.5	281	889	2812

Analysis Condition / Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	CNEL at 25 Feet	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL
Ocean Boulevard										
Between Palisade Ave and Seaview Ave, Existing	2	0	200	25	1%	1%	48.1	-	-	-
Between Palisade Ave and Seaview Ave, 2040	2	0	221	25	1%	1%	48.5	-	-	-
North 4th Street										
South of 5 Cities Drive, Existing	2	0	15,480	45	2%	2%	72.4	43	137	434
South of 5 Cities Drive, 2040	2	0	18,150	45	2%	2%	73.1	51	161	510
Mattie Road										
Between Foothill Road and Baycliff Drive, Existing	2	0	1,210	35	1%	1%	59.0	-	-	-
Between Foothill Road and Baycliff Drive, 2040	2	0	1,300	35	1%	1%	59.4	-	-	-
North Oak Park Blvd.										
South of Meadowlark Drive, Existing	2	0	16,090	40	2%	1%	71.5	35	112	353
South of Meadowlark Drive, 2040	2	0	19,283	40	2%	1%	72.3	42	134	425
Price Canyon Road										
South of Dell Court, Existing	2	0	11,210	45	2%	4%	71.0	31	100	315
South of Dell Court, 2040	2	0	14,100	45	2%	4%	72.0	40	125	396
Shell Beach Road										
Between Solano Road and Ebb Tide Lane, Existing	2	0	1,970	35	3%	1%	61.2	-	-	-
Between Solano Road and Ebb Tide Lane, 2040	2	0	2,800	35	3%	1%	62.7	-	-	-
Cabrillo Highhway (US-1)										
Between Addie Street and Park Avenue, Existing	2	0	7,900	45	2%	2%	69.5	25	70	223
Between Addie Street and Park Avenue, 2040	2	0	8,814	45	2%	2%	70.0	25	79	250

TABLE C: NON-TRAFFIC NOISE LEVELS AND NOISE CONTOUR BOUNDARY DISTANCES

Project Number: **11924**
Project Name: **Noise Element Update**

DUDEK

Noise Source	CNEL (dBA)	Distance from Noise Source	Distance to Contour Boundary (feet) 70 CNEL	65 CNEL	60 CNEL
UPRR Rail Line (Distance reference is center of tracks)	66.3	40	17	54	171
Industrial Area (Distance Reference is from boundary of Industrial Area)	56.1	300	61	108	191
Retail Center (Distance Reference is from boundary of Retail Center)	63.7	55	27	47	84

ATTACHMENT 3

LONG-TERM MEASUREMENTS AND CALCULATIONS

Number	Start Date	Start Time	End Time	SPL Time Weight	Freq Weight	LAeq	LAmax	LAmin	LApeak	L1%	L5%	L10%	L50%	L90%
1	10/22/2019	9:00:00 AM	10:00:00 AM	Slow	dBA	49.7	72.5	42.3	86.8	55.5	53.2	52	48.2	45
2	10/22/2019	10:00:00 AM	11:00:00 AM	Slow	dBA	46.3	57.9	38.7	74.7	53.4	50.4	49.1	44.8	41.9
3	10/22/2019	11:00:00 AM	12:00:00 PM	Slow	dBA	49.3	66.2	38.1	87.4	61	56.4	48.9	43.6	41.3
4	10/22/2019	12:00:00 PM	1:00:00 PM	Slow	dBA	50	67.2	43	86.6	61.4	53.2	49.5	47.1	45.7
5	10/22/2019	1:00:00 PM	2:00:00 PM	Slow	dBA	57.1	80.8	44.3	100.4	68.4	61.9	58.7	51.7	46.4
6	10/22/2019	2:00:00 PM	3:00:00 PM	Slow	dBA	49.5	75.5	44.6	86.6	54.5	50.4	49.5	47.9	46.2
7	10/22/2019	3:00:00 PM	4:00:00 PM	Slow	dBA	51.3	78.1	44.5	93.4	57.3	53	51.7	49.4	46.8
8	10/22/2019	4:00:00 PM	5:00:00 PM	Slow	dBA	50.9	63.9	44.9	89.9	58.3	53.3	52.1	50.2	48
9	10/22/2019	5:00:00 PM	6:00:00 PM	Slow	dBA	50.4	63.4	41.6	84.5	58	55.6	53.3	48.9	45
10	10/22/2019	6:00:00 PM	7:00:00 PM	Slow	dBA	54.2	65.4	48.8	84	58.2	56.9	56.1	53.7	51.2
11	10/22/2019	7:00:00 PM	8:00:00 PM	Slow	dBA	52.5	59.5	47.4	75	57.2	56.1	55.2	51.2	49.3
12	10/22/2019	8:00:00 PM	9:00:00 PM	Slow	dBA	49.7	56.9	45.9	76	53.6	52	51.3	49.4	47.7
13	10/22/2019	9:00:00 PM	10:00:00 PM	Slow	dBA	55.2	82.5	45.7	96.1	57.3	53.6	52.5	49.8	48.3
14	10/22/2019	10:00:00 PM	11:00:00 PM	Slow	dBA	49	61.5	43.1	80.9	54.6	52.1	51.1	48.2	46.1
15	10/22/2019	11:00:00 PM	12:00:00 AM	Slow	dBA	47.8	58.3	42.2	74	53.5	51.3	50.2	46.8	44.4
16	10/23/2019	12:00:00 AM	1:00:00 AM	Slow	dBA	44.7	53.6	40	70.3	49.3	47	46.3	44.3	42.2
17	10/23/2019	1:00:00 AM	2:00:00 AM	Slow	dBA	44.2	53.3	37.9	66.9	49.4	47.6	46.5	43.3	41.2
18	10/23/2019	2:00:00 AM	3:00:00 AM	Slow	dBA	46.1	60.6	39.1	75.3	52.5	49.8	48.3	45	42.2
19	10/23/2019	3:00:00 AM	4:00:00 AM	Slow	dBA	47.6	60.2	37.2	74.5	55.1	52.4	50.8	45.8	41.7
20	10/23/2019	4:00:00 AM	5:00:00 AM	Slow	dBA	48.1	71.8	37.1	86.8	54.5	51.6	50.3	45.7	42
21	10/23/2019	5:00:00 AM	6:00:00 AM	Slow	dBA	50.5	61.3	41.2	73.8	57.3	55.3	53.9	48.7	45.2
22	10/23/2019	6:00:00 AM	7:00:00 AM	Slow	dBA	51.4	72.3	42.6	96.1	57.6	55.2	53.9	50	47
23	10/23/2019	7:00:00 AM	8:00:00 AM	Slow	dBA	51	66.8	43	82.7	60.7	53.7	52.6	49.3	46.4
24	10/23/2019	8:00:00 AM	9:00:00 AM	Slow	dBA	49	60.5	42.4	83.3	54.6	51.9	51	48.2	46.2
25	10/23/2019	9:00:00 AM	9:04:13 AM	Slow	dBA	64.4	79.5	44.8	110.6	76.6	71.4	67.5	51.7	46.4

Number	Start Date	Start Time	End Time	SPL Time Weight	Freq Weight	LAeq	LAmax	LAmin	LApeak	L1%	L5%	L10%	L50%	L90%
1	10/22/2019	9:00:00 AM	10:00:00 AM	Slow	dBA	62.5	90.1	44.7	118.1	71.2	64.6	63	58	49.2
2	10/22/2019	10:00:00 AM	11:00:00 AM	Slow	dBA	58.7	72.3	43.9	85.8	65.9	63.2	61.9	57.2	49.4
3	10/22/2019	11:00:00 AM	12:00:00 PM	Slow	dBA	60.7	73.4	54.1	91.8	67.6	63.9	62.8	59.8	56.7
4	10/22/2019	12:00:00 PM	1:00:00 PM	Slow	dBA	60.9	71.5	52	88.3	67.8	64.4	63.1	60	56.5
5	10/22/2019	1:00:00 PM	2:00:00 PM	Slow	dBA	60.3	74.8	51.9	87.8	67.2	64.2	62.9	59.1	54.7
6	10/22/2019	2:00:00 PM	3:00:00 PM	Slow	dBA	64.8	88.7	51.3	107.3	69.2	65.3	64.2	60.7	55.7
7	10/22/2019	3:00:00 PM	4:00:00 PM	Slow	dBA	72.3	94.9	51.1	114.1	79.2	68.3	66.5	61.6	56.1
8	10/22/2019	4:00:00 PM	5:00:00 PM	Slow	dBA	67.2	93.3	50.4	112.8	68.4	64.2	63.1	59.5	54.7
9	10/22/2019	5:00:00 PM	6:00:00 PM	Slow	dBA	61.6	79.8	50.2	99.9	68.8	64.9	63.9	60.4	55.9
10	10/22/2019	6:00:00 PM	7:00:00 PM	Slow	dBA	62.4	80.1	54.6	105.7	68.4	65.4	64.6	61.3	57.6
11	10/22/2019	7:00:00 PM	8:00:00 PM	Slow	dBA	60.5	69.1	53.7	82.4	65.7	64	63.3	59.7	56.2
12	10/22/2019	8:00:00 PM	9:00:00 PM	Slow	dBA	60.8	82.3	51.6	99.9	67.7	63.6	62.8	58.8	54.6
13	10/22/2019	9:00:00 PM	10:00:00 PM	Slow	dBA	63.2	84.6	51.9	101.3	74.1	64.6	63.1	58	54.4
14	10/22/2019	10:00:00 PM	11:00:00 PM	Slow	dBA	59	71.3	50.7	87.3	65.8	63.6	62.2	57.3	53.8
15	10/22/2019	11:00:00 PM	12:00:00 AM	Slow	dBA	55.9	67.1	43.8	82.1	64.2	61.5	59.8	52.9	46.7
16	10/23/2019	12:00:00 AM	1:00:00 AM	Slow	dBA	54.1	69.2	44.9	81.5	63.8	60.3	57.8	50.2	47.3
17	10/23/2019	1:00:00 AM	2:00:00 AM	Slow	dBA	52.4	65.9	43	79.2	62.1	56.6	54.3	50.6	46.8
18	10/23/2019	2:00:00 AM	3:00:00 AM	Slow	dBA	51.8	66.7	43	89.3	61.5	57.8	53.6	48.9	45
19	10/23/2019	3:00:00 AM	4:00:00 AM	Slow	dBA	56.2	66.2	49.5	79.9	63.3	60	58.8	54.9	52.1
20	10/23/2019	4:00:00 AM	5:00:00 AM	Slow	dBA	55.8	67.1	47.7	80.3	64.3	60.5	58.6	54	51.2
21	10/23/2019	5:00:00 AM	6:00:00 AM	Slow	dBA	58.1	71.4	46.8	88.8	65.6	63.1	61.9	55.3	50.6
22	10/23/2019	6:00:00 AM	7:00:00 AM	Slow	dBA	61.7	75.1	49.2	90.5	68.9	66.4	65.3	60	52.7
23	10/23/2019	7:00:00 AM	8:00:00 AM	Slow	dBA	67.9	93.1	50.2	110.1	69.8	67.8	67.1	63.3	56.2
24	10/23/2019	8:00:00 AM	9:00:00 AM	Slow	dBA	61.9	70.9	47.6	92	67.1	65.7	64.9	61.2	53.7
25	10/23/2019	9:00:00 AM	9:12:30 AM	Slow	dBA	61.5	74.6	47.6	104.9	69	66	64.7	59.8	52.3

Number	Start Date	Start Time	End Time	SPL Time Weight	Freq Weight	LAeq	LAmax	LAmin	LApeak	L1%	L5%	L10%	L50%	L90%
1	10/22/2019	9:00:00 AM	10:00:00 AM	Slow	dBA	62.2	92.7	50.7	125.8	70.1	61.5	59	56.4	53.3
2	10/22/2019	10:00:00 AM	11:00:00 AM	Slow	dBA	53.1	64.4	49.4	82.8	57.4	55.6	54.7	52.6	51.2
3	10/22/2019	11:00:00 AM	12:00:00 PM	Slow	dBA	58.4	67.3	49.4	80.7	63.6	62.3	61.4	57.7	52.5
4	10/22/2019	12:00:00 PM	1:00:00 PM	Slow	dBA	55.6	72.9	49.2	93	63.5	60.6	58.4	53	51.1
5	10/22/2019	1:00:00 PM	2:00:00 PM	Slow	dBA	62.6	89.7	50.9	107.8	72.8	62.9	59.1	54.6	52.7
6	10/22/2019	2:00:00 PM	3:00:00 PM	Slow	dBA	57.3	70.3	52.7	85.9	62	59.2	58.5	56.8	55.1
7	10/22/2019	3:00:00 PM	4:00:00 PM	Slow	dBA	56	75.1	50.6	88.2	61.7	58.2	57.1	55.1	53.5
8	10/22/2019	4:00:00 PM	5:00:00 PM	Slow	dBA	54.6	67.9	50	84.1	59.4	57	56.3	54.1	51.8
9	10/22/2019	5:00:00 PM	6:00:00 PM	Slow	dBA	55.6	71.2	49.6	91.6	60.1	57.7	56.9	55.1	53.2
10	10/22/2019	6:00:00 PM	7:00:00 PM	Slow	dBA	56	63.7	51	79.7	60.2	59	58.1	55.4	53.1
11	10/22/2019	7:00:00 PM	8:00:00 PM	Slow	dBA	57.3	64.7	52.1	81.1	61.4	59.8	59	56.8	55
12	10/22/2019	8:00:00 PM	9:00:00 PM	Slow	dBA	55	61.4	51.3	75.2	58.5	57.5	56.8	54.5	52.8
13	10/22/2019	9:00:00 PM	10:00:00 PM	Slow	dBA	56.6	79.7	50.2	90.9	61.9	59.4	58.1	55.3	53.4
14	10/22/2019	10:00:00 PM	11:00:00 PM	Slow	dBA	56.1	63.4	49.6	79.7	61	59.1	58.2	55.5	53.1
15	10/22/2019	11:00:00 PM	12:00:00 AM	Slow	dBA	53.9	62.9	45.8	76.8	58.9	57.1	56.4	53.1	49.9
16	10/23/2019	12:00:00 AM	1:00:00 AM	Slow	dBA	55.3	69.2	43.6	82.2	63.1	59.5	58	53.6	48.6
17	10/23/2019	1:00:00 AM	2:00:00 AM	Slow	dBA	54.6	65.9	43.1	80	61.8	59.5	58.1	52.8	47.8
18	10/23/2019	2:00:00 AM	3:00:00 AM	Slow	dBA	54.1	63.7	43.1	82.5	61.4	59	57.5	52.3	47.1
19	10/23/2019	3:00:00 AM	4:00:00 AM	Slow	dBA	55.8	69	43	80.1	63.9	61	59.2	53.5	47.2
20	10/23/2019	4:00:00 AM	5:00:00 AM	Slow	dBA	56.8	71.2	45.8	88	62.3	60.7	59.6	55.8	52
21	10/23/2019	5:00:00 AM	6:00:00 AM	Slow	dBA	60	79.1	51.1	99.1	65.7	63.5	62.1	59.1	56.3
22	10/23/2019	6:00:00 AM	7:00:00 AM	Slow	dBA	59.5	72.3	53.6	91.5	64.1	62.1	61.4	58.9	56.1
23	10/23/2019	7:00:00 AM	8:00:00 AM	Slow	dBA	61.3	68.6	53.8	87.1	66	64.9	64.2	60.4	56.6
24	10/23/2019	8:00:00 AM	9:00:00 AM	Slow	dBA	58.6	79.9	50.2	102	67.3	61	59.9	56.8	54
25	10/23/2019	9:00:00 AM	9:21:03 AM	Slow	dBA	59.6	79.2	52.1	103.7	70.7	61.8	59.6	56.5	54.4

Industrial CNEL

Leq	Time	Adjustment					
44.7	Midnight	10	54.7	54.7			
44.2	1	10	54.2	54.2			
46.1	2	10	56.1	56.1			
47.6	3	10	57.6	57.6			
48.1	4	10	58.1	58.1			
50.5	5	10	60.5	60.5			
51.4	6	10	61.4	61.4			
51	7am		51	51			
49	8		49	49			
49.7	9		49.7	49.7			
46.3	10		46.3	46.3			
49.3	11		49.3	49.3			
50	noon		50	50			
57.1	1		57.1	57.1			
49.5	2		49.5	49.5			
51.3	3		51.3	51.3			
50.9	4		50.9	50.9			
50.4	5		50.4	50.4			
54.2	6		54.2	54.2			
52.5	7	5	57.5	52.5			
49.7	8	5	54.7	49.7			
55.2	9	5	60.2	55.2			
49	10	10	59	59			
47.8	11	10	57.8	57.8			
			56.1	55.5			
			CNEL	LDN			

Train CNEL

Leq	Time	Adjustment					
54.1	Midnight	10	64.1	64.1			
52.4	1	10	62.4	62.4			
51.8	2	10	61.8	61.8			
56.2	3	10	66.2	66.2			
55.8	4	10	65.8	65.8			
58.1	5	10	68.1	68.1			
61.7	6	10	71.7	71.7			
67.9	7am		67.9	67.9			
61.9	8		61.9	61.9			
62.5	9		62.5	62.5			
58.7	10		58.7	58.7			
60.7	11		60.7	60.7			
60.9	noon		60.9	60.9			
60.3	1		60.3	60.3			
64.8	2		64.8	64.8			
72.3	3		72.3	72.3			
67.2	4		67.2	67.2			
61.6	5		61.6	61.6			
62.4	6		62.4	62.4			
60.5	7	5	65.5	60.5			
60.8	8	5	65.8	60.8			
63.2	9	5	68.2	63.2			
59	10	10	69	69			
55.9	11	10	65.9	65.9			
			66.3	65.9			
			CNEL	LDN			

Retail Center CNEL

Leq	Time	Adjustment					
55.3	Midnight	10	65.3	65.3			
54.6	1	10	64.6	64.6			
54.1	2	10	64.1	64.1			
55.8	3	10	65.8	65.8			
56.8	4	10	66.8	66.8			
60	5	10	70	70			
59.5	6	10	69.5	69.5			
61.3	7am		61.3	61.3			
58.6	8		58.6	58.6			
62.2	9		62.2	62.2			
53.1	10		53.1	53.1			
58.4	11		58.4	58.4			
55.6	noon		55.6	55.6			
62.6	1		62.6	62.6			
57.3	2		57.3	57.3			
56	3		56	56			
54.6	4		54.6	54.6			
55.6	5		55.6	55.6			
56	6		56	56			
57.3	7	5	62.3	57.3			
55	8	5	60	55			
56.6	9	5	61.6	56.6			
56.1	10	10	66.1	66.1			
53.9	11	10	63.9	63.9			
			63.7	63.4			
			CNEL	LDN			

Appendix D

Special Status Species Tables

Table D-1 Special Status Plant Species Documented in or with the Potential to Occur in Pismo Beach

Scientific Name	Common Name	FESA/CESA Status	CRPR
Agrostis hooveri	Hoover's bent grass	–/–	1B.2
Arctostaphylos cruzensis	Arroyo de la Cruz manzanita	–/–	1B.2
Arctostaphylos luciana	Santa Lucia manzanita	–/–	1B.2
Arctostaphylos morroensis	Morro manzanita	FT/–	1B.1
Arctostaphylos osoensis	Oso manzanita	–/–	1B.2
Arctostaphylos pechoensis	Pecho manzanita	–/–	1B.2
Arctostaphylos pilosula	Santa Margarita manzanita	–/–	1B.2
Arctostaphylos rudis	sand mesa manzanita	–/–	1B.2
Arctostaphylos tomentosa ssp. *daciticola*	dacite manzanita	–/–	1B.1
Arenaria paludicola	marsh sandwort	FE/SE	1B.1
Astragalus didymocarpus var. *milesianus*	Miles' milk-vetch	–/–	1B.2
Atriplex coulteri	Coulter's saltbush	–/–	1B.2
Bryoria spiralifera	twisted horsehair lichen	–/–	1B.1
Calochortus obispoensis	San Luis mariposa lily	–/–	1B.2
Calochortus simulans	La Panza mariposa lily	–/–	1B.3
Calycadenia villosa	dwarf calycadenia	–/–	1B.1
Camissoniopsis hardhamiae	Hardham's evening-primrose	–/–	1B.2
Carex obispoensis	San Luis Obispo sedge	–/–	1B.2
Castilleja densiflora var. *obispoensis*	San Luis Obispo owl's-clover	–/–	1B.2
Ceanothus impressus var. *nipomensis*	Nimpomo Mesa ceanothus	–/–	1B.1
Ceanothus thyrsiflorus var. *obispoensis*	San Luis Obispo ceanothus	–/–	1B.1
Centromadia parryi ssp. *congdonii*	Congdon's tarplant	–/–	1B.1
Chenopodium littoreum	coastal goosefoot	–/–	1B.2
Chlorogalum pomeridianum var. *minus*	dwarf soaproot	–/–	1B.2
Chloropyron maritimum ssp. *maritimum*	salt marsh bird's-beak	FE/SE	1B.2
Chorizanthe aphanantha	Irish Hills spineflower	–/–	1B.1
Chorizanthe breweri	Brewer's spineflower	–/–	1B.3
Chorizanthe rectispina	straight-awned spineflower	–/–	1B.3
Cirsium fontinale var. *obispoense*	San Luis Obispo fountain thistle	FE/SE	1B.2
Cirsium occidentale var. *lucianum*	Cuesta Ridge thistle	–/–	1B.2
Cirsium rhothophilum	Surf thistle	–/ST	1B.2
Cirsium scariosum var. *loncholepis*	La Graciosa thistle	FE/ST	1B.1
Cladium californicum	California sawgrass	–/–	2B.2
Cladonia firma	popcorn lichen	–/–	2B.1
Clarkia speciosa ssp. *immaculata*	Pismo clarkia	FE/SR	1B.1
Delphinium parryi ssp. *blochmaniae*	dune larkspur	–/–	1B.2
Delphinium parryi ssp. *eastwoodiae*	Eastwood's larkspur	–/–	1B.2
Delphinium umbraculorum	umbrella larkspur	–/–	1B.3

Scientific Name	Common Name	FESA/CESA Status	CRPR
Dithyrea maritima	beach spectaclepod	–/ST	1B.1
Dudleya abramsii ssp. *bettinae*	Betty's dudleya	–/–	1B.2
Dudleya abramsii ssp. *murina*	mouse-gray dudleya	–/–	1B.3
Dudleya blochmaniae ssp. *blochmaniae*	Blochman's dudleya	–/–	1B.1
Erigeron blochmaniae	Blochman's leafy daisy	–/–	1B.2
Eriodictyon altissimum	Indian Knob mountainbalm	FE/SE	1B.1
Eryngium aristulatum var. *hooveri*	Hoover's button-celery	–/–	1B.1
Extriplex joaquinana	San Joaquin spearscale	–/–	1B.2
Fritillaria ojaiensis	Ojai fritillary	–/–	1B.2
Fritillaria viridea	San Benito fritillary	–/–	1B.2
Horkelia cuneata var. *puberula*	mesa horkelia	–/–	1B.1
Horkelia cuneata var. *sericea*	Kellogg's horkelia	–/–	1B.1
Lasthenia californica ssp. *macrantha*	perennial goldfields	–/–	1B.2
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	–/–	1B.1
Layia jonesii	Jones' layia	–/–	1B.2
Lupinus ludovicianus	San Luis Obispo County lupine	–/–	1B.2
Lupinus nipomensis	Nipomo Mesa lupine	FE/SE	1B.1
Malacothamnus gracilis	slender bush-mallow	–/–	1B.1
Monardella palmeri	Palmer's monardella	–/–	1B.2
Monardella sinuata ssp. *sinuata*	southern curly-leaved monardella	–/–	1B.2
Monardella undulata ssp. *undulata*	San Luis Obispo monardella	–/–	1B.2
Monolopia gracilens	woodland woolythreads	–/–	1B.2
Muhlenbergia utilis	aparejo grass	–/–	2B.2
Nasturtium gambelii	Gambel's water cress	FE/ST	1B.1
Nemacaulis denudata var. *denudata*	coast woolly-heads	–/–	1B.2
Plagiobothrys uncinatus	hooked popcornflower	–/–	1B.2
Poa diaboli	Diablo Canyon blue grass	–/–	1B.2
Sanicula maritima	adobe sanicle	–/SR	1B.1
Scrophularia atrata	black-flowered figwort	–/–	1B.2
Senecio aphanactis	chaparral ragwort	–/–	2B.2
Sidalcea hickmanii ssp. *anomala*	Cuesta Pass checkerbloom	–/SR	1B.2
Streptanthus albidus ssp. *peramoenus*	most beautiful jewelflower	–/–	1B.2
Suaeda californica	California seablite	FE/–	1B.1
Sulcaria isidiifera	splitting yarn lichen	–/–	1B.1
Symphyotrichum defoliatum	San Bernardino aster	–/–	1B.2
Trifolium hydrophilum	saline clover	–/–	1B.2
Tropidocarpum capparideum	caper-fruited tropidocarpum	–/–	1B.2

FT: Federally threatened FE: Federally endangered SE: State endangered ST: State threatened SR: State rare
CRPR: California Rare Plant Rank

Table D-2 Special Status Wildlife Species Documented in or with the Potential to Occur in Pismo Beach

Scientific Name	Common Name	FESA/CESA Status	Other CDFW & Local Status
Invertebrates			
Bombus crotchii	*Crotch bumble bee*	–/SCE	–
Bombus occidentalis	*western bumble bee*	–/SCE	–
Branchinecta lynchi	Vernal pool fairy shrimp	FT/–	–
Danaus plexippus	monarch butterfly	–/–	Locally Important
Helminthoglypta walkeriana	Morro shoulderband (=banded dune) snail	FE/–	–
Fish			
Eucyclogobius newberryi	tidewater goby	FE/–	SSC
Oncorhynchus mykiss irideus pop. 9	steelhead - south-central California coast DPS	FT/–	–
Amphibians			
Batrachoseps minor	lesser slender salamander	–/–	SSC
Rana boylii	foothill yellow-legged frog	–/SE	SSC
Rana draytonii	California red-legged frog	FT/–	SSC
Taricha torosa	Coast Range newt	–/–	SSC
Reptiles			
Anniella pulchra	silvery legless lizard	–/–	SSC
Emys marmorata [Actinemys pallida]	western pond turtle	–/–	SSC
Thamnophis hammondii	two-striped garter snake	–/–	SSC
Birds			
Accipiter cooperii	Cooper's hawk	–/–	WL
Accipiter striatus	sharp-shinned hawk	–/–	WL
Agelaius tricolor	tricolored blackbird	–/ST	SSC
Athene cunicularia	burrowing owl	–/–	SSC
Athene cunicularia hypugaea	western burrowing owl	–/SCE	–
Buteo regalis	ferruginous hawk	–/–	WL
Charadrius nivosus nivosus	western snowy plover	FT/–	SSC
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FT/SE	–
Elanus leucurus	white-tailed kite	–/–	FP
Eremophila aplestris actia	California horned lark	–/–	WL
Falco columbarius	merlin	–/–	WL
Falco mexicanus	prairie falcon	–/–	WL
Lanius ludovicianus	Loggerhead shrike	–/–	SSC
Laterallus jamaicensis coturniculus	California black rail	–/ST	FP
Progne subis	purple martin	–/–	SSC
Rallus obsoletus obsoletus	California Ridgway's rail	FE/SE	FP
Sterna antillarum browni	California least tern	FE/–	FP

Scientific Name	Common Name	FESA/CESA Status	Other CDFW & Local Status
Mammals			
Antrozous pallidus	pallid bat	–/–	SSC
Corynorhinus townsendii	Townsend's big-eared bat	–/–	SSC
Dipodomys heermanni morroensis	Morro Bay kangaroo rat	FE/SE	FP
Eumetopias jubatus	Steller sea-lion	DL/–	–
Eumops perotis californicus	western mastiff bat	–/–	SSC
Neotoma lepida intermedia	San Diego desert woodrat	–/–	SSC
Nyctinomops macrotis	big free-tailed bat	–/–	SSC
Taxidea taxus	American badger	–/–	SSC

FT: Federally threatened
FE: Federally endangered
SE: State endangered
ST: State threatened
SR: State rare
SCE: State candidate endangered
FP: Fully Protected
SSC: Species of Special Concern
DL: Delisted
WL: Watch List

Appendix E

Energy Calculations

City of Pismo Beach General Plan/LCP Update

Last Updated: 12/3/21

Populate one of the following tables (Leave the other blank):

Annual VMT		OR	Daily Vehicle Trips	
Annual VMT:	13,422,120		Daily Vehicle Trips:	
			Average Trip Distance:	

Fleet Class	Fleet Mix
Light Duty Auto (LDA)	0.537981
Light Duty Truck 1 (LDT1)	0.060917
Light Duty Truck 2 (LDT2)	0.197944
Medium Duty Vehicle (MDV)	0.129503
Light Heavy Duty 1 (LHD1)	0.022130
Light Heavy Duty 2 (LHD2)	0.006150
Medium Heavy Duty (MHD)	0.007595
Heavy Heavy Duty (HHD)	0.005434
Other Bus (OBUS)	0.000841
Urban Bus (UBUS)	0.000325
Motorcycle (MCY)	0.027432
School Bus (SBUS)	0.000740
Motorhome (MH)	0.003008

Fuel Economy (MPG) [1]	
Passenger Vehicles	24.1
Light-Med Duty Trucks	17.6
Heavy Trucks/Other	7.5
Motorcycles	44

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
Passenger Vehicles	*53.80%*	*Gasoline*	7,220,846	0.00	299,620
Light-Medium Duty Trucks	*38.84%*	*Gasoline*	5,212,668	0.00	296,174
Heavy Trucks/Other	*4.62%*	*Diesel*	620,411	0.00	82,721
Motorcycle	*2.74%*	*Gasoline*	368,196	0.00	8,368

Total Gasoline Consumption (gallons)	**604,163**
Total Diesel Consumption (gallons)	**82,721**

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: https://www.bts.gov/topics/national-transportation-statistics.

	Natural Gas			Electricity		
	kBTU/year	Therms/year	Per SP	kWh/year	2019 Title 24 %	2019 Title 24 %
Total new energy consumption	**1.80E+07**	**1.94E+05**	**80.2**	**1.61E+07**	**(efficiency)**	**(PV)**
Apartments Low Rise	2.25E+06	2.42E+04		9.26E+05	7%	53%
Apartments Mid Rise	1.36E+00	1.46E-02		2.79E+06	7%	53%
Apartments Mid Rise	6.05E+06	6.51E+04		6.26E+05	7%	53%
Government (Civic Center)	1.03E+05	1.10E+03		1.09E+05	30%	0%
Office Park	8.80E+06	9.47E+04		7.91E+06	30%	0%
Strip Mall	2.53E+05	2.72E+03		1.12E+06	30%	0%
Strip Mall	5.80E+05	6.24E+03		2.58E+06	30%	0%
					https://www.energy.ca.gov/sites/defau	
2019 Pismo Beach Population	8,237	Population			"Single-family homes built with the 201	
		Population				
Pismo Beach New Population	1,875	Population			"Homes built under the 2019 standards	
2040 Pismo Beach Population	10,112	Population			"Nonresidential buildings will use about	
2019 SLO County Population	277,259	Population				
				kWh/year	**Per SP**	
2019 Employment	4,919	employees		**1.37E+08**	**56,514.4**	
New non-residential development (S	783,268	square feet		1.36E+06		
Median sf/employee for Other Reta	585	sf/employee		1.54E+06		
New employees	545	employees		-4.71E+04		
2040 Pismo Beach Employment	5,464	employees		5.22E+06		
2019 SLO County Employment	118,150	employees		4.43E+06		
				2.60E+06		
Existing Service Pop	13,156	service population		-2.82E+04		
New Service Pop	2,420	service population		1.16E+08		
2040 Buildout Service Pop	15,576	service population		8.27E+05		
2019 SLO County Service Pop	395,409	service population		4.47E+06		
2040 Annual VMT from CalEEMod	13,467,463					
2040 Daily VMT	36,897					
VMT Per Capita	19.6784847					
VMT Per SP	3.64884878					

rev kWh/year	Per SP
1.01E+07	**4,172.6**
4.05E+05	
1.22E+06	
2.74E+05	
7.62E+04	
5.53E+06	
7.85E+05	
1.80E+06	

ılt/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf

.9 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards."

; will use about 53 percent less energy than those under the 2016 standards."

t 30 percent less energy due mainly to lighting upgrades."

Table 4.5-1 2019 Annual Gasoline and Diesel Consumption

	San Luis Obispo County (gallons)
Gasoline	138,000,000
Diesel	22,000,000
Total	160,000,000

Table 4.5-2 2019 Electricity Consumption

	San Luis Obispo County (MWh)
Electricity	1,715,000

Table 4.5-3 2019 Natural Gas Consumption

	San Luis Obispo County (US therms)
Natural Gas	90,000,000

Table 4.5-4 Projected 2040 Annual Natural Gas and Electricity Consumption in Pismo Beach

	Per Service Population Consumption
Natural Gas	**U.S. Therms**
2019 (SLO County Existing)	227.6
2040 (Pismo Beach New Development)	80.2
Electricity	**kWh**
2019 (SLO County Existing)	4,337.3
2040 (Pismo Beach New Development)	4,172.6

Based on VMT developed in CalEEMod

Table 4.5-5 Direct Transportation Energy Use in Pismo Beach

	Service Population
Existing	13,156
2040 (New Development)	2,420

County Per Service Population Consumption (gallons)	County Per Service Population Consumption (MMBtu)	2040 Pismo fuel consumption (gallons)	2040 Per SP Consumption (gallons)	2040 Per SP Consumption (MMBtu)
349.0	38.3	604,163	249.7	27.4
55.6	7.1	82,721	34.2	3.8
404.6	45.4	686,884	283.8	31.2

County Per Service Population Consumption (kWh)	County Per Service Population Consumption (MMBtu)
4337.3	14.8

County Per Service Population Consumption (U.S. Therms)	County Per Capita Consumption (MMBtu)
227.6	21.2

Direct Energy Consumption (Daily Per Service Population MMBtu)
21.2
7.5
14.8
14.2

Based on VMT analysis in 2021Traffic Study

Table 4.5-5

Daily VMT	Per Service Population Btu/ VMT Factor	Direct Energy Consumption (Daily Per Service Population MMBtu)
20,757	2,187.6	45.4
36,897	844.5	31.2

(Existing)
2040 (New Development Only)
2040 (Buildout + New Development)

	2.25%
2016	45.4
2017	44.4
2018	43.4
2019	42.4
2020	41.5
2021	40.5
2022	39.6
2023	38.7
2024	37.8
2025	37.0
2026	36.2
2027	35.4
2028	34.6
2029	33.8
2030	33.0
2031	32.3
2032	31.5
2033	30.8
2034	30.1
2035	29.5
2036	28.8
2037	28.2
2038	27.5
2039	26.9
2040	26.3

Direct Transportation Energy Use in Pismo Beach

Service Population	Daily VMT	Per Service Population Btu/ VMT Factor	Direct Energy Consumption (Daily Per Service Population MMBtu)
13,156	30,757	1,476.3	45.4
2,420	6,015	5,180.6	31.2
15,576	36,897	844.5	31.2

	2.25%
2016	45.4
2017	44.4
2018	43.4
2019	42.4
2020	41.5
2021	40.5
2022	39.6
2023	38.7
2024	37.8
2025	37.0
2026	36.2
2027	35.4
2028	34.6
2029	33.8
2030	33.0
2031	32.3
2032	31.5
2033	30.8
2034	30.1
2035	29.5
2036	28.8
2037	28.2
2038	27.5
2039	26.9
2040	26.3

Local Area Unemployment Statistics
Original Data Value

Series Id: LAUMT064202000000005
Not Seasonally Adjusted
Area: San Luis Obispo-Paso Robles-Arroyo Grande, CA
Area Type: Metropolitan areas
State/Region/Division: California

Years: 2018 to 2018

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
2018	134146	136866	136480	136874	137858	136921	135458	132641	135376	137487	137399

Bureae of Labor Statistics, 2020, accessed April 28, 2020

Dec		
134736	Average	136020

Appendix F

Greenhouse Gas Modeling

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Pismo Beach GP/LCP PEIR - GHG

San Luis Obispo County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	6.34	1000sqft	0.15	6,340.00	-2
Office Park	420.93	1000sqft	9.66	420,930.00	0
Apartments Low Rise	228.00	Dwelling Unit	14.25	228,000.00	471
Apartments Mid Rise	162.00	Dwelling Unit	4.26	162,000.00	185
Apartments Mid Rise	722.00	Dwelling Unit	19.00	722,000.00	1221
Strip Mall	248.00	1000sqft	5.69	248,000.00	0
Strip Mall	108.00	1000sqft	2.48	108,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Data given by applicant

Construction Phase - Similar Buildout schedule as other City General Plan Update for 2040.

Grading -

Architectural Coating - SLOAPCD Rule 433

Vehicle Trips - Adjusted trip length and trip generation rates

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Coating - SLOAPCD Rule 433

Mobile Land Use Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	150
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblConstructionPhase	NumDays	75.00	330.00
tblConstructionPhase	NumDays	1,110.00	4,650.00
tblConstructionPhase	NumDays	70.00	300.00
tblConstructionPhase	NumDays	110.00	465.00
tblConstructionPhase	NumDays	75.00	330.00
tblConstructionPhase	NumDays	40.00	180.00
tblLandUse	Population	0.00	-2.00
tblLandUse	Population	652.00	471.00
tblLandUse	Population	463.00	185.00
tblLandUse	Population	2,065.00	1,221.00
tblVehicleTrips	CC_TL	5.00	10.73
tblVehicleTrips	CC_TL	5.00	9.60
tblVehicleTrips	CC_TL	5.00	18.00
tblVehicleTrips	CNW_TL	5.00	12.48
tblVehicleTrips	CNW_TL	5.00	6.60
tblVehicleTrips	CNW_TL	5.00	18.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CW_TL	13.00	12.87
tblVehicleTrips	CW_TL	13.00	24.95
tblVehicleTrips	CW_TL	13.00	46.79
tblVehicleTrips	HO_TL	5.00	9.01
tblVehicleTrips	HO_TL	5.00	9.01
tblVehicleTrips	HS_TL	5.00	9.01
tblVehicleTrips	HS_TL	5.00	9.01
tblVehicleTrips	HW_TL	13.00	23.42
tblVehicleTrips	HW_TL	13.00	23.42
tblVehicleTrips	ST_TR	8.14	0.98
tblVehicleTrips	ST_TR	4.91	0.59
tblVehicleTrips	ST_TR	1.64	0.20
tblVehicleTrips	ST_TR	42.04	5.07
tblVehicleTrips	SU_TR	6.28	0.76
tblVehicleTrips	SU_TR	4.09	0.49
tblVehicleTrips	SU_TR	0.76	0.09
tblVehicleTrips	SU_TR	20.43	2.46
tblVehicleTrips	WD_TR	7.32	0.88
tblVehicleTrips	WD_TR	5.44	0.70
tblVehicleTrips	WD_TR	33.98	4.10
tblVehicleTrips	WD_TR	11.07	1.33
tblVehicleTrips	WD_TR	44.32	5.40

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0531	0.5195	0.3635	6.6000e-004	2.3800e-003	0.0256	0.0280	6.3000e-004	0.0238	0.0244	0.0000	58.0478	58.0478	0.0159	6.0000e-005	58.4624
2022	1.1886	11.0056	9.0932	0.0202	3.5221	0.4923	4.0145	1.4158	0.4553	1.8711	0.0000	1,796.7255	1,796.7255	0.4162	0.0299	1,816.0366
2023	1.1258	8.0825	9.9399	0.0277	3.0095	0.2938	3.3032	0.9087	0.2725	1.1812	0.0000	2,527.3558	2,527.3558	0.3434	0.0976	2,565.0297
2024	0.6786	3.7142	6.2428	0.0197	2.2807	0.1087	2.3894	0.5116	0.1019	0.6136	0.0000	1,830.4869	1,830.4869	0.1276	0.0947	1,861.8951
2025	0.6030	3.1611	5.6774	0.0185	1.4670	0.0820	1.5490	0.3933	0.0771	0.4704	0.0000	1,731.3751	1,731.3751	0.1052	0.0913	1,761.2131
2026	0.5825	3.1094	5.4903	0.0181	1.4670	0.0815	1.5485	0.3933	0.0767	0.4700	0.0000	1,701.2542	1,701.2542	0.1034	0.0886	1,730.2371
2027	0.5633	3.0629	5.3292	0.0177	1.4670	0.0810	1.5481	0.3933	0.0762	0.4695	0.0000	1,672.0371	1,672.0371	0.1018	0.0860	1,700.2149
2028	0.5425	3.0116	5.1743	0.0173	1.4614	0.0802	1.5417	0.3918	0.0755	0.4672	0.0000	1,638.8703	1,638.8703	0.1000	0.0834	1,666.2184
2029	0.5263	2.9854	5.0754	0.0170	1.4671	0.0800	1.5471	0.3933	0.0753	0.4686	0.0000	1,619.8691	1,619.8691	0.0992	0.0815	1,646.6435
2030	0.5012	2.3630	4.9845	0.0173	1.4671	0.0301	1.4972	0.3933	0.0295	0.4228	0.0000	1,637.7256	1,637.7256	0.0408	0.0796	1,662.4759
2031	0.4836	2.3359	4.8960	0.0170	1.4671	0.0297	1.4968	0.3933	0.0291	0.4224	0.0000	1,617.3690	1,617.3690	0.0398	0.0780	1,641.5949
2032	0.4689	2.3214	4.8380	0.0168	1.4727	0.0295	1.5022	0.3948	0.0289	0.4237	0.0000	1,605.3215	1,605.3215	0.0391	0.0768	1,629.1814
2033	0.4513	2.2844	4.7368	0.0165	1.4615	0.0289	1.4904	0.3918	0.0284	0.4202	0.0000	1,576.9521	1,576.9521	0.0381	0.0750	1,600.2400
2034	0.4390	2.2677	4.6808	0.0163	1.4615	0.0286	1.4901	0.3918	0.0281	0.4199	0.0000	1,562.4857	1,562.4857	0.0374	0.0739	1,585.4314
2035	0.4173	2.1605	4.6448	0.0162	1.4671	0.0209	1.4881	0.3933	0.0204	0.4137	0.0000	1,555.7172	1,555.7172	0.0360	0.0732	1,578.4285
2036	0.4189	2.1687	4.6626	0.0162	1.4727	0.0210	1.4938	0.3948	0.0205	0.4153	0.0000	1,561.6778	1,561.6778	0.0362	0.0735	1,584.4761
2037	0.4173	2.1605	4.6448	0.0162	1.4671	0.0209	1.4881	0.3933	0.0204	0.4137	0.0000	1,555.7172	1,555.7172	0.0360	0.0732	1,578.4285
2038	0.4173	2.1605	4.6448	0.0162	1.4671	0.0209	1.4881	0.3933	0.0204	0.4137	0.0000	1,555.7172	1,555.7172	0.0360	0.0732	1,578.4285
2039	0.4157	2.1522	4.6270	0.0161	1.4615	0.0209	1.4824	0.3918	0.0204	0.4122	0.0000	1,549.7566	1,549.7566	0.0359	0.0729	1,572.3809

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2040	2.1535	1.3633	3.5119	0.0106	0.8574	0.0170	0.8743	0.2297	0.0167	0.2464	0.0000	1,007.1490	1,007.1490	0.0239	0.0386	1,019.2487
2041	0.1613	0.5044	2.3189	5.0100e-003	0.2791	0.0138	0.2929	0.0742	0.0138	0.0879	0.0000	457.4352	457.4352	0.0116	3.5000e-003	458.7693
2042	3.8200e-003	8.5400e-003	0.0457	1.4000e-004	0.0192	1.1000e-004	0.0193	5.1000e-003	1.0000e-004	5.2100e-003	0.0000	14.1162	14.1162	2.2000e-004	2.4000e-004	14.1934
Maximum	**2.1535**	**11.0056**	**9.9399**	**0.0277**	**3.5221**	**0.4923**	**4.0145**	**1.4158**	**0.4553**	**1.8711**	**0.0000**	**2,527.3558**	**2,527.3558**	**0.4162**	**0.0976**	**2,565.0297**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0531	0.5195	0.3635	6.6000e-004	2.3800e-003	0.0256	0.0280	6.3000e-004	0.0238	0.0244	0.0000	58.0477	58.0477	0.0159	6.0000e-005	58.4624
2022	1.1886	11.0056	9.0932	0.0202	3.5221	0.4923	4.0145	1.4158	0.4553	1.8711	0.0000	1,796.7239	1,796.7239	0.4162	0.0299	1,816.0350
2023	1.1258	8.0825	9.9399	0.0277	3.0095	0.2938	3.3032	0.9087	0.2725	1.1812	0.0000	2,527.3546	2,527.3546	0.3434	0.0976	2,565.0285
2024	0.6786	3.7142	6.2428	0.0197	2.2807	0.1087	2.3894	0.5116	0.1019	0.6136	0.0000	1,830.4865	1,830.4865	0.1276	0.0947	1,861.8946
2025	0.6029	3.1611	5.6774	0.0185	1.4670	0.0820	1.5490	0.3933	0.0771	0.4704	0.0000	1,731.3747	1,731.3747	0.1052	0.0913	1,761.2127
2026	0.5825	3.1094	5.4903	0.0181	1.4670	0.0815	1.5485	0.3933	0.0767	0.4700	0.0000	1,701.2538	1,701.2538	0.1034	0.0886	1,730.2367
2027	0.5633	3.0629	5.3292	0.0177	1.4670	0.0810	1.5481	0.3933	0.0762	0.4695	0.0000	1,672.0367	1,672.0367	0.1018	0.0860	1,700.2146
2028	0.5425	3.0116	5.1743	0.0173	1.4614	0.0802	1.5417	0.3918	0.0755	0.4672	0.0000	1,638.8700	1,638.8700	0.1000	0.0834	1,666.2180

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	ROG	NOx	CO	SO2	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					
2029	0.5263	2.9854	5.0754	0.0170	1.4671	0.0800	1.5471	0.3933	0.0753	0.4686	0.0000	1,619.8688	1,619.8688	0.0992	0.0815	1,646.6432
2030	0.5012	2.3630	4.9845	0.0173	1.4671	0.0301	1.4972	0.3933	0.0295	0.4228	0.0000	1,637.7252	1,637.7252	0.0408	0.0796	1,662.4755
2031	0.4836	2.3359	4.8960	0.0170	1.4671	0.0297	1.4968	0.3933	0.0291	0.4224	0.0000	1,617.3686	1,617.3686	0.0398	0.0780	1,641.5945
2032	0.4689	2.3214	4.8380	0.0168	1.4727	0.0295	1.5022	0.3948	0.0289	0.4237	0.0000	1,605.3211	1,605.3211	0.0391	0.0768	1,629.1810
2033	0.4513	2.2844	4.7368	0.0165	1.4615	0.0289	1.4904	0.3918	0.0284	0.4202	0.0000	1,576.9517	1,576.9517	0.0381	0.0750	1,600.2396
2034	0.4390	2.2677	4.6808	0.0163	1.4615	0.0286	1.4901	0.3918	0.0281	0.4199	0.0000	1,562.4853	1,562.4853	0.0374	0.0739	1,585.4310
2035	0.4173	2.1605	4.6448	0.0162	1.4671	0.0209	1.4881	0.3933	0.0204	0.4137	0.0000	1,555.7168	1,555.7168	0.0360	0.0732	1,578.4281
2036	0.4189	2.1687	4.6626	0.0162	1.4727	0.0210	1.4938	0.3948	0.0205	0.4153	0.0000	1,561.6774	1,561.6774	0.0362	0.0735	1,584.4757
2037	0.4173	2.1605	4.6448	0.0162	1.4671	0.0209	1.4881	0.3933	0.0204	0.4137	0.0000	1,555.7168	1,555.7168	0.0360	0.0732	1,578.4281
2038	0.4173	2.1605	4.6448	0.0162	1.4671	0.0209	1.4881	0.3933	0.0204	0.4137	0.0000	1,555.7168	1,555.7168	0.0360	0.0732	1,578.4281
2039	0.4157	2.1522	4.6270	0.0161	1.4615	0.0209	1.4824	0.3918	0.0204	0.4122	0.0000	1,549.7562	1,549.7562	0.0359	0.0729	1,572.3805
2040	2.1535	1.3633	3.5119	0.0106	0.8574	0.0170	0.8743	0.2297	0.0167	0.2464	0.0000	1,007.1486	1,007.1486	0.0239	0.0386	1,019.2483
2041	0.1613	0.5044	2.3189	5.0100e-003	0.2791	0.0138	0.2929	0.0742	0.0138	0.0879	0.0000	457.4348	457.4348	0.0116	3.5000e-003	458.7690
2042	3.8200e-003	8.5400e-003	0.0457	1.4000e-004	0.0192	1.1000e-004	0.0193	5.1000e-003	1.0000e-004	5.2100e-003	0.0000	14.1162	14.1162	2.2000e-004	2.4000e-004	14.1934
Maximum	**2.1535**	**11.0056**	**9.9399**	**0.0277**	**3.5221**	**0.4923**	**4.0145**	**1.4158**	**0.4553**	**1.8711**	**0.0000**	**2,527.3546**	**2,527.3546**	**0.4162**	**0.0976**	**2,565.0285**

	ROG	NOx	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**

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-17-2021	2-16-2022	1.0355	1.0355
2	2-17-2022	5-16-2022	2.3928	2.3928
3	5-17-2022	8-16-2022	3.5283	3.5283
4	8-17-2022	11-16-2022	4.0777	4.0777
5	11-17-2022	2-16-2023	3.0019	3.0019
6	2-17-2023	5-16-2023	2.2276	2.2276
7	5-17-2023	8-16-2023	2.2871	2.2871
8	8-17-2023	11-16-2023	2.3035	2.3035
9	11-17-2023	2-16-2024	2.0358	2.0358
10	2-17-2024	5-16-2024	0.9784	0.9784
11	5-17-2024	8-16-2024	0.9853	0.9853
12	8-17-2024	11-16-2024	1.0008	1.0008
13	11-17-2024	2-16-2025	0.9870	0.9870
14	2-17-2025	5-16-2025	0.9138	0.9138
15	5-17-2025	8-16-2025	0.9306	0.9306
16	8-17-2025	11-16-2025	0.9454	0.9454
17	11-17-2025	2-16-2026	0.9502	0.9502
18	2-17-2026	5-16-2026	0.8965	0.8965
19	5-17-2026	8-16-2026	0.9132	0.9132
20	8-17-2026	11-16-2026	0.9275	0.9275
21	11-17-2026	2-16-2027	0.9325	0.9325
22	2-17-2027	5-16-2027	0.8807	0.8807
23	5-17-2027	8-16-2027	0.8974	0.8974
24	8-17-2027	11-16-2027	0.9111	0.9111
25	11-17-2027	2-16-2028	0.9166	0.9166
26	2-17-2028	5-16-2028	0.8765	0.8765
27	5-17-2028	8-16-2028	0.8833	0.8833
28	8-17-2028	11-16-2028	0.8965	0.8965

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

29	**11-17-2028**	**2-16-2029**	0.9019	0.9019
30	**2-17-2029**	**5-16-2029**	0.8531	0.8531
31	**5-17-2029**	**8-16-2029**	0.8697	0.8697
32	**8-17-2029**	**11-16-2029**	0.8825	0.8825
33	**11-17-2029**	**2-16-2030**	0.8113	0.8113
34	**2-17-2030**	**5-16-2030**	0.6954	0.6954
35	**5-17-2030**	**8-16-2030**	0.7071	0.7071
36	**8-17-2030**	**11-16-2030**	0.7195	0.7195
37	**11-17-2030**	**2-16-2031**	0.7255	0.7255
38	**2-17-2031**	**5-16-2031**	0.6846	0.6846
39	**5-17-2031**	**8-16-2031**	0.6963	0.6963
40	**8-17-2031**	**11-16-2031**	0.7083	0.7083
41	**11-17-2031**	**2-16-2032**	0.7145	0.7145
42	**2-17-2032**	**5-16-2032**	0.6826	0.6826
43	**5-17-2032**	**8-16-2032**	0.6866	0.6866
44	**8-17-2032**	**11-16-2032**	0.6982	0.6982
45	**11-17-2032**	**2-16-2033**	0.7050	0.7050
46	**2-17-2033**	**5-16-2033**	0.6667	0.6667
47	**5-17-2033**	**8-16-2033**	0.6785	0.6785
48	**8-17-2033**	**11-16-2033**	0.6898	0.6898
49	**11-17-2033**	**2-16-2034**	0.6968	0.6968
50	**2-17-2034**	**5-16-2034**	0.6596	0.6596
51	**5-17-2034**	**8-16-2034**	0.6713	0.6713
52	**8-17-2034**	**11-16-2034**	0.6825	0.6825
53	**11-17-2034**	**2-16-2035**	0.6751	0.6751
54	**2-17-2035**	**5-16-2035**	0.6257	0.6257
55	**5-17-2035**	**8-16-2035**	0.6364	0.6364
56	**8-17-2035**	**11-16-2035**	0.6474	0.6474
57	**11-17-2035**	**2-16-2036**	0.6578	0.6578

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58	**2-17-2036**	**5-16-2036**	0.6328	0.6328
59	**5-17-2036**	**8-16-2036**	0.6364	0.6364
60	**8-17-2036**	**11-16-2036**	0.6474	0.6474
61	**11-17-2036**	**2-16-2037**	0.6578	0.6578
62	**2-17-2037**	**5-16-2037**	0.6257	0.6257
63	**5-17-2037**	**8-16-2037**	0.6364	0.6364
64	**8-17-2037**	**11-16-2037**	0.6474	0.6474
65	**11-17-2037**	**2-16-2038**	0.6578	0.6578
66	**2-17-2038**	**5-16-2038**	0.6257	0.6257
67	**5-17-2038**	**8-16-2038**	0.6364	0.6364
68	**8-17-2038**	**11-16-2038**	0.6474	0.6474
69	**11-17-2038**	**2-16-2039**	0.6578	0.6578
70	**2-17-2039**	**5-16-2039**	0.6257	0.6257
71	**5-17-2039**	**8-16-2039**	0.6364	0.6364
72	**8-17-2039**	**11-16-2039**	0.6474	0.6474
73	**11-17-2039**	**2-16-2040**	0.6391	0.6391
74	**2-17-2040**	**5-16-2040**	0.5978	0.5978
75	**5-17-2040**	**8-16-2040**	0.4556	0.4556
76	**8-17-2040**	**11-16-2040**	0.8376	0.8376
77	**11-17-2040**	**2-16-2041**	1.4067	1.4067
78	**2-17-2041**	**5-16-2041**	0.1910	0.1910
79	**5-17-2041**	**8-16-2041**	0.1964	0.1964
80	**8-17-2041**	**11-16-2041**	0.1555	0.1555
81	**11-17-2041**	**2-16-2042**	0.0344	0.0344
		Highest	4.0777	4.0777

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	9.0943	0.1741	15.0840	8.0000e-004		0.0840	0.0840		0.0840	0.0840	0.0000	24.7522	24.7522	0.0236	0.0000	25.3423
Energy	0.1046	0.9224	0.5904	5.7000e-003		0.0723	0.0723		0.0723	0.0723	0.0000	2,520.6964	2,520.6964	0.2602	0.0481	2,541.5375
Mobile	1.3370	1.5521	14.8323	0.0339	5.0175	0.0178	5.0352	1.3382	0.0166	1.3548	0.0000	3,423.2443	3,423.2443	0.1625	0.1342	3,467.2826
Waste						0.0000	0.0000		0.0000	0.0000	266.5109	0.0000	266.5109	15.7503	0.0000	660.2695
Water						0.0000	0.0000		0.0000	0.0000	55.4858	122.6841	178.1699	5.7188	0.1370	361.9562
Total	**10.5359**	**2.6486**	**30.5066**	**0.0404**	**5.0175**	**0.1740**	**5.1915**	**1.3382**	**0.1729**	**1.5110**	**321.9967**	**6,091.3770**	**6,413.3737**	**21.9154**	**0.3192**	**7,056.3880**

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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	9.0943	0.1741	15.0840	8.0000e-004		0.0840	0.0840		0.0840	0.0840	0.0000	24.7522	24.7522	0.0236	0.0000	25.3423
Energy	0.1046	0.9224	0.5904	5.7000e-003		0.0723	0.0723		0.0723	0.0723	0.0000	2,520.6964	2,520.6964	0.2602	0.0481	2,541.5375
Mobile	1.3370	1.5521	14.8323	0.0339	5.0175	0.0178	5.0352	1.3382	0.0166	1.3548	0.0000	3,423.2443	3,423.2443	0.1625	0.1342	3,467.2826
Waste						0.0000	0.0000		0.0000	0.0000	266.5109	0.0000	266.5109	15.7503	0.0000	660.2695
Water						0.0000	0.0000		0.0000	0.0000	44.3887	105.1721	149.5607	4.5762	0.1097	296.6592
Total	**10.5359**	**2.6486**	**30.5066**	**0.0404**	**5.0175**	**0.1740**	**5.1915**	**1.3382**	**0.1729**	**1.5110**	**310.8995**	**6,073.8649**	**6,384.7645**	**20.7727**	**0.2920**	**6,991.0911**

	ROG	NOx	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**	**3.45**	**0.29**	**0.45**	**5.21**	**8.54**	**0.93**

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	11/17/2021	1/10/2023	5	300	
2	Site Preparation	Site Preparation	2/23/2022	11/1/2022	5	180	
3	Grading	Grading	4/20/2022	1/30/2024	5	465	

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4	Building Construction	Building Construction	9/21/2022	7/17/2040	5	4650	
5	Paving	Paving	7/18/2040	10/22/2041	5	330	
6	Architectural Coating	Architectural Coating	10/23/2040	1/27/2042	5	330	

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 2,251,800; Residential Outdoor: 750,600; Non-Residential Indoor: 1,174,905; Non-Residential Outdoor: 391,635; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

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Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,051.00	247.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	210.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0522	0.5188	0.3558	6.4000e-004		0.0256	0.0256		0.0238	0.0238	0.0000	56.1013	56.1013	0.0158	0.0000	56.4961
Total	**0.0522**	**0.5188**	**0.3558**	**6.4000e-004**		**0.0256**	**0.0256**		**0.0238**	**0.0238**	**0.0000**	**56.1013**	**56.1013**	**0.0158**	**0.0000**	**56.4961**

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-004	7.4000e-004	7.7100e-003	2.0000e-005	2.3800e-003	1.0000e-005	2.4000e-003	6.3000e-004	1.0000e-005	6.5000e-004	0.0000	1.9465	1.9465	6.0000e-005	6.0000e-005	1.9664
Total	**9.0000e-004**	**7.4000e-004**	**7.7100e-003**	**2.0000e-005**	**2.3800e-003**	**1.0000e-005**	**2.4000e-003**	**6.3000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.9465**	**1.9465**	**6.0000e-005**	**6.0000e-005**	**1.9664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0522	0.5188	0.3558	6.4000e-004		0.0256	0.0256		0.0238	0.0238	0.0000	56.1012	56.1012	0.0158	0.0000	56.4960
Total	**0.0522**	**0.5188**	**0.3558**	**6.4000e-004**		**0.0256**	**0.0256**		**0.0238**	**0.0238**	**0.0000**	**56.1012**	**56.1012**	**0.0158**	**0.0000**	**56.4960**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-004	7.4000e-004	7.7100e-003	2.0000e-005	2.3800e-003	1.0000e-005	2.4000e-003	6.3000e-004	1.0000e-005	6.5000e-004	0.0000	1.9465	1.9465	6.0000e-005	6.0000e-005	1.9664
Total	**9.0000e-004**	**7.4000e-004**	**7.7100e-003**	**2.0000e-005**	**2.3800e-003**	**1.0000e-005**	**2.4000e-003**	**6.3000e-004**	**1.0000e-005**	**6.5000e-004**	**0.0000**	**1.9465**	**1.9465**	**6.0000e-005**	**6.0000e-005**	**1.9664**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3431	3.3435	2.6772	5.0500e-003		0.1615	0.1615		0.1502	0.1502	0.0000	441.8730	441.8730	0.1241	0.0000	444.9759
Total	**0.3431**	**3.3435**	**2.6772**	**5.0500e-003**		**0.1615**	**0.1615**		**0.1502**	**0.1502**	**0.0000**	**441.8730**	**441.8730**	**0.1241**	**0.0000**	**444.9759**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6300e-003	5.1100e-003	0.0559	1.6000e-004	0.0188	1.0000e-004	0.0189	4.9900e-003	9.0000e-005	5.0800e-003	0.0000	14.9526	14.9526	4.4000e-004	4.5000e-004	15.0970
Total	**6.6300e-003**	**5.1100e-003**	**0.0559**	**1.6000e-004**	**0.0188**	**1.0000e-004**	**0.0189**	**4.9900e-003**	**9.0000e-005**	**5.0800e-003**	**0.0000**	**14.9526**	**14.9526**	**4.4000e-004**	**4.5000e-004**	**15.0970**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3431	3.3435	2.6772	5.0500e-003		0.1615	0.1615		0.1502	0.1502	0.0000	441.8724	441.8724	0.1241	0.0000	444.9754
Total	**0.3431**	**3.3435**	**2.6772**	**5.0500e-003**		**0.1615**	**0.1615**		**0.1502**	**0.1502**	**0.0000**	**441.8724**	**441.8724**	**0.1241**	**0.0000**	**444.9754**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6300e-003	5.1100e-003	0.0559	1.6000e-004	0.0188	1.0000e-004	0.0189	4.9900e-003	9.0000e-005	5.0800e-003	0.0000	14.9526	14.9526	4.4000e-004	4.5000e-004	15.0970
Total	**6.6300e-003**	**5.1100e-003**	**0.0559**	**1.6000e-004**	**0.0188**	**1.0000e-004**	**0.0189**	**4.9900e-003**	**9.0000e-005**	**5.0800e-003**	**0.0000**	**14.9526**	**14.9526**	**4.4000e-004**	**4.5000e-004**	**15.0970**

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9400e-003	0.0752	0.0688	1.4000e-004		3.4900e-003	3.4900e-003		3.2500e-003	3.2500e-003	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**7.9400e-003**	**0.0752**	**0.0688**	**1.4000e-004**		**3.4900e-003**	**3.4900e-003**		**3.2500e-003**	**3.2500e-003**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

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3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.3900e-003	0.0000	5.1000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.3927	0.3927	1.0000e-005	1.0000e-005	0.3963
Total	**1.7000e-004**	**1.2000e-004**	**1.3900e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.1000e-004**	**1.3000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.3927**	**0.3927**	**1.0000e-005**	**1.0000e-005**	**0.3963**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9400e-003	0.0752	0.0688	1.4000e-004		3.4900e-003	3.4900e-003		3.2500e-003	3.2500e-003	0.0000	11.8972	11.8972	3.3300e-003	0.0000	11.9805
Total	**7.9400e-003**	**0.0752**	**0.0688**	**1.4000e-004**		**3.4900e-003**	**3.4900e-003**		**3.2500e-003**	**3.2500e-003**	**0.0000**	**11.8972**	**11.8972**	**3.3300e-003**	**0.0000**	**11.9805**

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3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.3900e-003	0.0000	5.1000e-004	0.0000	5.1000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.3927	0.3927	1.0000e-005	1.0000e-005	0.3963
Total	**1.7000e-004**	**1.2000e-004**	**1.3900e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.1000e-004**	**1.3000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.3927**	**0.3927**	**1.0000e-005**	**1.0000e-005**	**0.3963**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7691	0.0000	1.7691	0.9092	0.0000	0.9092	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2853	2.9775	1.7728	3.4200e-003		0.1451	0.1451		0.1335	0.1335	0.0000	300.9545	300.9545	0.0973	0.0000	303.3879
Total	**0.2853**	**2.9775**	**1.7728**	**3.4200e-003**	**1.7691**	**0.1451**	**1.9143**	**0.9092**	**0.1335**	**1.0427**	**0.0000**	**300.9545**	**300.9545**	**0.0973**	**0.0000**	**303.3879**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5100e-003	4.2500e-003	0.0464	1.3000e-004	0.0156	8.0000e-005	0.0157	4.1400e-003	7.0000e-005	4.2200e-003	0.0000	12.4222	12.4222	3.7000e-004	3.7000e-004	12.5421
Total	**5.5100e-003**	**4.2500e-003**	**0.0464**	**1.3000e-004**	**0.0156**	**8.0000e-005**	**0.0157**	**4.1400e-003**	**7.0000e-005**	**4.2200e-003**	**0.0000**	**12.4222**	**12.4222**	**3.7000e-004**	**3.7000e-004**	**12.5421**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7691	0.0000	1.7691	0.9092	0.0000	0.9092	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2853	2.9775	1.7728	3.4200e-003		0.1451	0.1451		0.1335	0.1335	0.0000	300.9542	300.9542	0.0973	0.0000	303.3875
Total	**0.2853**	**2.9775**	**1.7728**	**3.4200e-003**	**1.7691**	**0.1451**	**1.9143**	**0.9092**	**0.1335**	**1.0427**	**0.0000**	**300.9542**	**300.9542**	**0.0973**	**0.0000**	**303.3875**

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5100e-003	4.2500e-003	0.0464	1.3000e-004	0.0156	8.0000e-005	0.0157	4.1400e-003	7.0000e-005	4.2200e-003	0.0000	12.4222	12.4222	3.7000e-004	3.7000e-004	12.5421
Total	**5.5100e-003**	**4.2500e-003**	**0.0464**	**1.3000e-004**	**0.0156**	**8.0000e-005**	**0.0157**	**4.1400e-003**	**7.0000e-005**	**4.2200e-003**	**0.0000**	**12.4222**	**12.4222**	**3.7000e-004**	**3.7000e-004**	**12.5421**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2907	0.0000	1.2907	0.3828	0.0000	0.3828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3317	3.5542	2.6573	5.6800e-003		0.1496	0.1496		0.1376	0.1376	0.0000	498.9916	498.9916	0.1614	0.0000	503.0262
Total	**0.3317**	**3.5542**	**2.6573**	**5.6800e-003**	**1.2907**	**0.1496**	**1.4403**	**0.3828**	**0.1376**	**0.5204**	**0.0000**	**498.9916**	**498.9916**	**0.1614**	**0.0000**	**503.0262**

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3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2200e-003	4.8000e-003	0.0525	1.5000e-004	0.0176	9.0000e-005	0.0177	4.6800e-003	8.0000e-005	4.7700e-003	0.0000	14.0324	14.0324	4.2000e-004	4.2000e-004	14.1680
Total	**6.2200e-003**	**4.8000e-003**	**0.0525**	**1.5000e-004**	**0.0176**	**9.0000e-005**	**0.0177**	**4.6800e-003**	**8.0000e-005**	**4.7700e-003**	**0.0000**	**14.0324**	**14.0324**	**4.2000e-004**	**4.2000e-004**	**14.1680**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2907	0.0000	1.2907	0.3828	0.0000	0.3828	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3317	3.5542	2.6573	5.6800e-003		0.1496	0.1496		0.1376	0.1376	0.0000	498.9910	498.9910	0.1614	0.0000	503.0256
Total	**0.3317**	**3.5542**	**2.6573**	**5.6800e-003**	**1.2907**	**0.1496**	**1.4403**	**0.3828**	**0.1376**	**0.5204**	**0.0000**	**498.9910**	**498.9910**	**0.1614**	**0.0000**	**503.0256**

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3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2200e-003	4.8000e-003	0.0525	1.5000e-004	0.0176	9.0000e-005	0.0177	4.6800e-003	8.0000e-005	4.7700e-003	0.0000	14.0324	14.0324	4.2000e-004	4.2000e-004	14.1680
Total	**6.2200e-003**	**4.8000e-003**	**0.0525**	**1.5000e-004**	**0.0176**	**9.0000e-005**	**0.0177**	**4.6800e-003**	**8.0000e-005**	**4.7700e-003**	**0.0000**	**14.0324**	**14.0324**	**4.2000e-004**	**4.2000e-004**	**14.1680**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5226	0.0000	1.5226	0.5102	0.0000	0.5102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9577	708.9577	0.2293	0.0000	714.6900
Total	**0.4318**	**4.4870**	**3.6467**	**8.0700e-003**	**1.5226**	**0.1852**	**1.7078**	**0.5102**	**0.1704**	**0.6806**	**0.0000**	**708.9577**	**708.9577**	**0.2293**	**0.0000**	**714.6900**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2900e-003	6.0300e-003	0.0688	2.1000e-004	0.0250	1.2000e-004	0.0252	6.6500e-003	1.1000e-004	6.7700e-003	0.0000	19.4491	19.4491	5.4000e-004	5.5000e-004	19.6269
Total	**8.2900e-003**	**6.0300e-003**	**0.0688**	**2.1000e-004**	**0.0250**	**1.2000e-004**	**0.0252**	**6.6500e-003**	**1.1000e-004**	**6.7700e-003**	**0.0000**	**19.4491**	**19.4491**	**5.4000e-004**	**5.5000e-004**	**19.6269**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5226	0.0000	1.5226	0.5102	0.0000	0.5102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891
Total	**0.4318**	**4.4870**	**3.6467**	**8.0700e-003**	**1.5226**	**0.1852**	**1.7078**	**0.5102**	**0.1704**	**0.6806**	**0.0000**	**708.9569**	**708.9569**	**0.2293**	**0.0000**	**714.6891**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2900e-003	6.0300e-003	0.0688	2.1000e-004	0.0250	1.2000e-004	0.0252	6.6500e-003	1.1000e-004	6.7700e-003	0.0000	19.4491	19.4491	5.4000e-004	5.5000e-004	19.6269
Total	**8.2900e-003**	**6.0300e-003**	**0.0688**	**2.1000e-004**	**0.0250**	**1.2000e-004**	**0.0252**	**6.6500e-003**	**1.1000e-004**	**6.7700e-003**	**0.0000**	**19.4491**	**19.4491**	**5.4000e-004**	**5.5000e-004**	**19.6269**

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.8059	0.0000	0.8059	0.1163	0.0000	0.1163	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0354	0.3562	0.3050	6.8000e-004		0.0147	0.0147		0.0135	0.0135	0.0000	59.9715	59.9715	0.0194	0.0000	60.4564
Total	**0.0354**	**0.3562**	**0.3050**	**6.8000e-004**	**0.8059**	**0.0147**	**0.8206**	**0.1163**	**0.0135**	**0.1298**	**0.0000**	**59.9715**	**59.9715**	**0.0194**	**0.0000**	**60.4564**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	4.6000e-004	5.4200e-003	2.0000e-005	2.1200e-003	1.0000e-005	2.1300e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.6068	1.6068	4.0000e-005	4.0000e-005	1.6207
Total	**6.6000e-004**	**4.6000e-004**	**5.4200e-003**	**2.0000e-005**	**2.1200e-003**	**1.0000e-005**	**2.1300e-003**	**5.6000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.6068**	**1.6068**	**4.0000e-005**	**4.0000e-005**	**1.6207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					0.8059	0.0000	0.8059	0.1163	0.0000	0.1163	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0354	0.3562	0.3050	6.8000e-004		0.0147	0.0147		0.0135	0.0135	0.0000	59.9714	59.9714	0.0194	0.0000	60.4563
Total	**0.0354**	**0.3562**	**0.3050**	**6.8000e-004**	**0.8059**	**0.0147**	**0.8206**	**0.1163**	**0.0135**	**0.1298**	**0.0000**	**59.9714**	**59.9714**	**0.0194**	**0.0000**	**60.4563**

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3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	4.6000e-004	5.4200e-003	2.0000e-005	2.1200e-003	1.0000e-005	2.1300e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.6068	1.6068	4.0000e-005	4.0000e-005	1.6207
Total	**6.6000e-004**	**4.6000e-004**	**5.4200e-003**	**2.0000e-005**	**2.1200e-003**	**1.0000e-005**	**2.1300e-003**	**5.6000e-004**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**1.6068**	**1.6068**	**4.0000e-005**	**4.0000e-005**	**1.6207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0623	0.5700	0.5973	9.8000e-004		0.0295	0.0295		0.0278	0.0278	0.0000	84.5797	84.5797	0.0203	0.0000	85.0863
Total	**0.0623**	**0.5700**	**0.5973**	**9.8000e-004**		**0.0295**	**0.0295**		**0.0278**	**0.0278**	**0.0000**	**84.5797**	**84.5797**	**0.0203**	**0.0000**	**85.0863**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.4457	0.1343	1.3900e-003	0.0410	4.3300e-003	0.0453	0.0118	4.1400e-003	0.0160	0.0000	134.7639	134.7639	3.1200e-003	0.0199	140.7567
Worker	0.1304	0.1006	1.0995	3.1900e-003	0.3693	1.9200e-003	0.3712	0.0982	1.7700e-003	0.0999	0.0000	294.1557	294.1557	8.7500e-003	8.8000e-003	296.9966
Total	**0.1479**	**0.5463**	**1.2338**	**4.5800e-003**	**0.4103**	**6.2500e-003**	**0.4165**	**0.1100**	**5.9100e-003**	**0.1159**	**0.0000**	**428.9196**	**428.9196**	**0.0119**	**0.0287**	**437.7533**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0623	0.5700	0.5973	9.8000e-004		0.0295	0.0295		0.0278	0.0278	0.0000	84.5796	84.5796	0.0203	0.0000	85.0862
Total	**0.0623**	**0.5700**	**0.5973**	**9.8000e-004**		**0.0295**	**0.0295**		**0.0278**	**0.0278**	**0.0000**	**84.5796**	**84.5796**	**0.0203**	**0.0000**	**85.0862**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.4457	0.1343	1.3900e-003	0.0410	4.3300e-003	0.0453	0.0118	4.1400e-003	0.0160	0.0000	134.7639	134.7639	3.1200e-003	0.0199	140.7567
Worker	0.1304	0.1006	1.0995	3.1900e-003	0.3693	1.9200e-003	0.3712	0.0982	1.7700e-003	0.0999	0.0000	294.1557	294.1557	8.7500e-003	8.8000e-003	296.9966
Total	**0.1479**	**0.5463**	**1.2338**	**4.5800e-003**	**0.4103**	**6.2500e-003**	**0.4165**	**0.1100**	**5.9100e-003**	**0.1159**	**0.0000**	**428.9196**	**428.9196**	**0.0119**	**0.0287**	**437.7533**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0376	1.3269	0.4257	4.7700e-003	0.1460	7.5200e-003	0.1535	0.0422	7.2000e-003	0.0494	0.0000	463.2648	463.2648	0.0103	0.0681	483.8052
Worker	0.4355	0.3171	3.6169	0.0110	1.3154	6.4800e-003	1.3218	0.3496	5.9700e-003	0.3555	0.0000	1,022.0481	1,022.0481	0.0282	0.0290	1,031.3924
Total	**0.4732**	**1.6441**	**4.0426**	**0.0158**	**1.4614**	**0.0140**	**1.4754**	**0.3918**	**0.0132**	**0.4049**	**0.0000**	**1,485.3130**	**1,485.3130**	**0.0385**	**0.0971**	**1,515.1977**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0376	1.3269	0.4257	4.7700e-003	0.1460	7.5200e-003	0.1535	0.0422	7.2000e-003	0.0494	0.0000	463.2648	463.2648	0.0103	0.0681	483.8052
Worker	0.4355	0.3171	3.6169	0.0110	1.3154	6.4800e-003	1.3218	0.3496	5.9700e-003	0.3555	0.0000	1,022.0481	1,022.0481	0.0282	0.0290	1,031.3924
Total	**0.4732**	**1.6441**	**4.0426**	**0.0158**	**1.4614**	**0.0140**	**1.4754**	**0.3918**	**0.0132**	**0.4049**	**0.0000**	**1,485.3130**	**1,485.3130**	**0.0385**	**0.0971**	**1,515.1977**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0366	1.3117	0.4208	4.7200e-003	0.1471	7.4500e-003	0.1546	0.0425	7.1300e-003	0.0497	0.0000	459.6446	459.6446	0.0105	0.0675	480.0212
Worker	0.4132	0.2848	3.3938	0.0107	1.3255	6.2000e-003	1.3317	0.3523	5.7200e-003	0.3580	0.0000	1,005.5418	1,005.5418	0.0259	0.0272	1,014.2789
Total	**0.4498**	**1.5965**	**3.8145**	**0.0155**	**1.4726**	**0.0137**	**1.4863**	**0.3948**	**0.0129**	**0.4076**	**0.0000**	**1,465.1864**	**1,465.1864**	**0.0363**	**0.0947**	**1,494.3001**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0366	1.3117	0.4208	4.7200e-003	0.1471	7.4500e-003	0.1546	0.0425	7.1300e-003	0.0497	0.0000	459.6446	459.6446	0.0105	0.0675	480.0212
Worker	0.4132	0.2848	3.3938	0.0107	1.3255	6.2000e-003	1.3317	0.3523	5.7200e-003	0.3580	0.0000	1,005.5418	1,005.5418	0.0259	0.0272	1,014.2789
Total	**0.4498**	**1.5965**	**3.8145**	**0.0155**	**1.4726**	**0.0137**	**1.4863**	**0.3948**	**0.0129**	**0.4076**	**0.0000**	**1,465.1864**	**1,465.1864**	**0.0363**	**0.0947**	**1,494.3001**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0353	1.2790	0.4128	4.6200e-003	0.1466	7.2500e-003	0.1538	0.0424	6.9300e-003	0.0493	0.0000	449.9612	449.9612	0.0106	0.0660	469.9017
Worker	0.3892	0.2548	3.1656	0.0104	1.3204	5.9000e-003	1.3263	0.3509	5.4400e-003	0.3563	0.0000	978.7590	978.7590	0.0235	0.0253	986.8778
Total	**0.4245**	**1.5338**	**3.5784**	**0.0150**	**1.4670**	**0.0132**	**1.4802**	**0.3933**	**0.0124**	**0.4056**	**0.0000**	**1,428.7202**	**1,428.7202**	**0.0341**	**0.0913**	**1,456.7796**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0353	1.2790	0.4128	4.6200e-003	0.1466	7.2500e-003	0.1538	0.0424	6.9300e-003	0.0493	0.0000	449.9612	449.9612	0.0106	0.0660	469.9017
Worker	0.3892	0.2548	3.1656	0.0104	1.3204	5.9000e-003	1.3263	0.3509	5.4400e-003	0.3563	0.0000	978.7590	978.7590	0.0235	0.0253	986.8778
Total	**0.4245**	**1.5338**	**3.5784**	**0.0150**	**1.4670**	**0.0132**	**1.4802**	**0.3933**	**0.0124**	**0.4056**	**0.0000**	**1,428.7202**	**1,428.7202**	**0.0341**	**0.0913**	**1,456.7796**

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0342	1.2513	0.4079	4.5300e-003	0.1466	7.0600e-003	0.1537	0.0424	6.7500e-003	0.0491	0.0000	441.8965	441.8965	0.0108	0.0648	461.4732
Worker	0.3698	0.2309	2.9833	0.0100	1.3204	5.6200e-003	1.3260	0.3509	5.1800e-003	0.3561	0.0000	956.7028	956.7028	0.0215	0.0238	964.3303
Total	**0.4040**	**1.4822**	**3.3912**	**0.0146**	**1.4670**	**0.0127**	**1.4797**	**0.3933**	**0.0119**	**0.4052**	**0.0000**	**1,398.5993**	**1,398.5993**	**0.0322**	**0.0886**	**1,425.8036**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0342	1.2513	0.4079	4.5300e-003	0.1466	7.0600e-003	0.1537	0.0424	6.7500e-003	0.0491	0.0000	441.8965	441.8965	0.0108	0.0648	461.4732
Worker	0.3698	0.2309	2.9833	0.0100	1.3204	5.6200e-003	1.3260	0.3509	5.1800e-003	0.3561	0.0000	956.7028	956.7028	0.0215	0.0238	964.3303
Total	**0.4040**	**1.4822**	**3.3912**	**0.0146**	**1.4670**	**0.0127**	**1.4797**	**0.3933**	**0.0119**	**0.4052**	**0.0000**	**1,398.5993**	**1,398.5993**	**0.0322**	**0.0886**	**1,425.8036**

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0333	1.2251	0.4040	4.4400e-003	0.1466	6.8700e-003	0.1535	0.0424	6.5700e-003	0.0490	0.0000	433.1952	433.1952	0.0109	0.0635	452.3850
Worker	0.3515	0.2106	2.8262	9.7500e-003	1.3204	5.3000e-003	1.3257	0.3509	4.8800e-003	0.3558	0.0000	936.1870	936.1870	0.0197	0.0225	943.3964
Total	**0.3848**	**1.4357**	**3.2302**	**0.0142**	**1.4670**	**0.0122**	**1.4792**	**0.3933**	**0.0115**	**0.4047**	**0.0000**	**1,369.3822**	**1,369.3822**	**0.0306**	**0.0860**	**1,395.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0333	1.2251	0.4040	4.4400e-003	0.1466	6.8700e-003	0.1535	0.0424	6.5700e-003	0.0490	0.0000	433.1952	433.1952	0.0109	0.0635	452.3850
Worker	0.3515	0.2106	2.8262	9.7500e-003	1.3204	5.3000e-003	1.3257	0.3509	4.8800e-003	0.3558	0.0000	936.1870	936.1870	0.0197	0.0225	943.3964
Total	**0.3848**	**1.4357**	**3.2302**	**0.0142**	**1.4670**	**0.0122**	**1.4792**	**0.3933**	**0.0115**	**0.4047**	**0.0000**	**1,369.3822**	**1,369.3822**	**0.0306**	**0.0860**	**1,395.7814**

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	**0.1778**	**1.6211**	**2.0910**	**3.5000e-003**		**0.0686**	**0.0686**		**0.0645**	**0.0645**	**0.0000**	**301.4953**	**301.4953**	**0.0709**	**0.0000**	**303.2671**

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3.5 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0323	1.1978	0.3996	4.3400e-003	0.1461	6.6800e-003	0.1528	0.0422	6.3900e-003	0.0486	0.0000	423.2607	423.2607	0.0110	0.0620	442.0082
Worker	0.3324	0.1928	2.6837	9.4500e-003	1.3154	4.9500e-003	1.3203	0.3496	4.5600e-003	0.3541	0.0000	914.1144	914.1144	0.0181	0.0214	920.9431
Total	**0.3647**	**1.3906**	**3.0833**	**0.0138**	**1.4614**	**0.0116**	**1.4731**	**0.3918**	**0.0110**	**0.4027**	**0.0000**	**1,337.3751**	**1,337.3751**	**0.0292**	**0.0834**	**1,362.9513**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	**0.1778**	**1.6211**	**2.0910**	**3.5000e-003**		**0.0686**	**0.0686**		**0.0645**	**0.0645**	**0.0000**	**301.4949**	**301.4949**	**0.0709**	**0.0000**	**303.2667**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0323	1.1978	0.3996	4.3400e-003	0.1461	6.6800e-003	0.1528	0.0422	6.3900e-003	0.0486	0.0000	423.2607	423.2607	0.0110	0.0620	442.0082
Worker	0.3324	0.1928	2.6837	9.4500e-003	1.3154	4.9500e-003	1.3203	0.3496	4.5600e-003	0.3541	0.0000	914.1144	914.1144	0.0181	0.0214	920.9431
Total	**0.3647**	**1.3906**	**3.0833**	**0.0138**	**1.4614**	**0.0116**	**1.4731**	**0.3918**	**0.0110**	**0.4027**	**0.0000**	**1,337.3751**	**1,337.3751**	**0.0292**	**0.0834**	**1,362.9513**

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0317	1.1792	0.3984	4.2600e-003	0.1467	6.5300e-003	0.1532	0.0424	6.2500e-003	0.0486	0.0000	416.4572	416.4572	0.0112	0.0610	434.9014
Worker	0.3162	0.1789	2.5779	9.2500e-003	1.3204	4.6600e-003	1.3251	0.3509	4.2900e-003	0.3552	0.0000	900.7571	900.7571	0.0169	0.0206	907.3086
Total	**0.3479**	**1.3581**	**2.9763**	**0.0135**	**1.4671**	**0.0112**	**1.4783**	**0.3933**	**0.0105**	**0.4038**	**0.0000**	**1,317.2143**	**1,317.2143**	**0.0281**	**0.0815**	**1,342.2100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

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3.5 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0317	1.1792	0.3984	4.2600e-003	0.1467	6.5300e-003	0.1532	0.0424	6.2500e-003	0.0486	0.0000	416.4572	416.4572	0.0112	0.0610	434.9014
Worker	0.3162	0.1789	2.5779	9.2500e-003	1.3204	4.6600e-003	1.3251	0.3509	4.2900e-003	0.3552	0.0000	900.7571	900.7571	0.0169	0.0206	907.3086
Total	**0.3479**	**1.3581**	**2.9763**	**0.0135**	**1.4671**	**0.0112**	**1.4783**	**0.3933**	**0.0105**	**0.4038**	**0.0000**	**1,317.2143**	**1,317.2143**	**0.0281**	**0.0815**	**1,342.2100**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

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3.5 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0310	1.1611	0.3969	4.1900e-003	0.1467	6.3900e-003	0.1531	0.0424	6.1200e-003	0.0485	0.0000	408.9874	408.9874	0.0114	0.0598	427.1019
Worker	0.2994	0.1664	2.4791	9.0300e-003	1.3204	4.3700e-003	1.3248	0.3509	4.0200e-003	0.3549	0.0000	885.7047	885.7047	0.0156	0.0198	891.9963
Total	**0.3304**	**1.3275**	**2.8760**	**0.0132**	**1.4671**	**0.0108**	**1.4778**	**0.3933**	**0.0101**	**0.4034**	**0.0000**	**1,294.6920**	**1,294.6920**	**0.0270**	**0.0796**	**1,319.0982**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

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3.5 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0310	1.1611	0.3969	4.1900e-003	0.1467	6.3900e-003	0.1531	0.0424	6.1200e-003	0.0485	0.0000	408.9874	408.9874	0.0114	0.0598	427.1019
Worker	0.2994	0.1664	2.4791	9.0300e-003	1.3204	4.3700e-003	1.3248	0.3509	4.0200e-003	0.3549	0.0000	885.7047	885.7047	0.0156	0.0198	891.9963
Total	**0.3304**	**1.3275**	**2.8760**	**0.0132**	**1.4671**	**0.0108**	**1.4778**	**0.3933**	**0.0101**	**0.4034**	**0.0000**	**1,294.6920**	**1,294.6920**	**0.0270**	**0.0796**	**1,319.0982**

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0336**	**343.0336**	**0.0138**	**0.0000**	**343.3777**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0305	1.1451	0.3965	4.1100e-003	0.1467	6.2700e-003	0.1529	0.0424	6.0000e-003	0.0484	0.0000	402.1808	402.1808	0.0115	0.0588	419.9965
Worker	0.2823	0.1553	2.3911	8.8400e-003	1.3204	4.1000e-003	1.3245	0.3509	3.7700e-003	0.3547	0.0000	872.1546	872.1546	0.0146	0.0191	878.2207
Total	**0.3128**	**1.3004**	**2.7875**	**0.0130**	**1.4671**	**0.0104**	**1.4775**	**0.3933**	**9.7700e-003**	**0.4031**	**0.0000**	**1,274.3354**	**1,274.3354**	**0.0261**	**0.0780**	**1,298.2172**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	**0.1708**	**1.0355**	**2.1085**	**4.0400e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**343.0332**	**343.0332**	**0.0138**	**0.0000**	**343.3773**

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3.5 Building Construction - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0305	1.1451	0.3965	4.1100e-003	0.1467	6.2700e-003	0.1529	0.0424	6.0000e-003	0.0484	0.0000	402.1808	402.1808	0.0115	0.0588	419.9965
Worker	0.2823	0.1553	2.3911	8.8400e-003	1.3204	4.1000e-003	1.3245	0.3509	3.7700e-003	0.3547	0.0000	872.1546	872.1546	0.0146	0.0191	878.2207
Total	**0.3128**	**1.3004**	**2.7875**	**0.0130**	**1.4671**	**0.0104**	**1.4775**	**0.3933**	**9.7700e-003**	**0.4031**	**0.0000**	**1,274.3354**	**1,274.3354**	**0.0261**	**0.0780**	**1,298.2172**

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3479	344.3479	0.0138	0.0000	344.6933
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3479**	**344.3479**	**0.0138**	**0.0000**	**344.6933**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0301	1.1355	0.3984	4.0600e-003	0.1472	6.1900e-003	0.1534	0.0426	5.9200e-003	0.0485	0.0000	397.5717	397.5717	0.0117	0.0581	415.1886
Worker	0.2673	0.1465	2.3230	8.7000e-003	1.3255	3.8600e-003	1.3293	0.3523	3.5500e-003	0.3558	0.0000	863.4018	863.4018	0.0136	0.0187	869.2995
Total	**0.2974**	**1.2820**	**2.7215**	**0.0128**	**1.4727**	**0.0101**	**1.4828**	**0.3948**	**9.4700e-003**	**0.4043**	**0.0000**	**1,260.9735**	**1,260.9735**	**0.0253**	**0.0768**	**1,284.4881**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1715	1.0394	2.1166	4.0600e-003		0.0194	0.0194		0.0194	0.0194	0.0000	344.3475	344.3475	0.0138	0.0000	344.6929
Total	**0.1715**	**1.0394**	**2.1166**	**4.0600e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**	**0.0000**	**344.3475**	**344.3475**	**0.0138**	**0.0000**	**344.6929**

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3.5 Building Construction - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0301	1.1355	0.3984	4.0600e-003	0.1472	6.1900e-003	0.1534	0.0426	5.9200e-003	0.0485	0.0000	397.5717	397.5717	0.0117	0.0581	415.1886
Worker	0.2673	0.1465	2.3230	8.7000e-003	1.3255	3.8600e-003	1.3293	0.3523	3.5500e-003	0.3558	0.0000	863.4018	863.4018	0.0136	0.0187	869.2995
Total	**0.2974**	**1.2820**	**2.7215**	**0.0128**	**1.4727**	**0.0101**	**1.4828**	**0.3948**	**9.4700e-003**	**0.4043**	**0.0000**	**1,260.9735**	**1,260.9735**	**0.0253**	**0.0768**	**1,284.4881**

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0296	1.1150	0.3964	3.9800e-003	0.1461	6.0600e-003	0.1522	0.0422	5.7900e-003	0.0480	0.0000	389.0707	389.0707	0.0117	0.0569	406.3191
Worker	0.2516	0.1379	2.2401	8.4800e-003	1.3154	3.6100e-003	1.3190	0.3496	3.3200e-003	0.3529	0.0000	846.1621	846.1621	0.0127	0.0181	851.8589
Total	**0.2811**	**1.2529**	**2.6364**	**0.0125**	**1.4615**	**9.6700e-003**	**1.4711**	**0.3918**	**9.1100e-003**	**0.4009**	**0.0000**	**1,235.2328**	**1,235.2328**	**0.0244**	**0.0750**	**1,258.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0296	1.1150	0.3964	3.9800e-003	0.1461	6.0600e-003	0.1522	0.0422	5.7900e-003	0.0480	0.0000	389.0707	389.0707	0.0117	0.0569	406.3191
Worker	0.2516	0.1379	2.2401	8.4800e-003	1.3154	3.6100e-003	1.3190	0.3496	3.3200e-003	0.3529	0.0000	846.1621	846.1621	0.0127	0.0181	851.8589
Total	**0.2811**	**1.2529**	**2.6364**	**0.0125**	**1.4615**	**9.6700e-003**	**1.4711**	**0.3918**	**9.1100e-003**	**0.4009**	**0.0000**	**1,235.2328**	**1,235.2328**	**0.0244**	**0.0750**	**1,258.1780**

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7193	341.7193	0.0137	0.0000	342.0621
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7193**	**341.7193**	**0.0137**	**0.0000**	**342.0621**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0293	1.1044	0.3976	3.9200e-003	0.1461	5.9700e-003	0.1521	0.0422	5.7100e-003	0.0480	0.0000	384.0597	384.0597	0.0118	0.0562	401.0944
Worker	0.2395	0.1318	2.1827	8.3400e-003	1.3154	3.4000e-003	1.3188	0.3496	3.1300e-003	0.3527	0.0000	836.7068	836.7068	0.0119	0.0177	842.2750
Total	**0.2688**	**1.2362**	**2.5804**	**0.0123**	**1.4615**	**9.3700e-003**	**1.4709**	**0.3918**	**8.8400e-003**	**0.4007**	**0.0000**	**1,220.7664**	**1,220.7664**	**0.0237**	**0.0739**	**1,243.3694**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1702	1.0315	2.1004	4.0200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	341.7189	341.7189	0.0137	0.0000	342.0617
Total	**0.1702**	**1.0315**	**2.1004**	**4.0200e-003**		**0.0193**	**0.0193**		**0.0193**	**0.0193**	**0.0000**	**341.7189**	**341.7189**	**0.0137**	**0.0000**	**342.0617**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0293	1.1044	0.3976	3.9200e-003	0.1461	5.9700e-003	0.1521	0.0422	5.7100e-003	0.0480	0.0000	384.0597	384.0597	0.0118	0.0562	401.0944
Worker	0.2395	0.1318	2.1827	8.3400e-003	1.3154	3.4000e-003	1.3188	0.3496	3.1300e-003	0.3527	0.0000	836.7068	836.7068	0.0119	0.0177	842.2750
Total	**0.2688**	**1.2362**	**2.5804**	**0.0123**	**1.4615**	**9.3700e-003**	**1.4709**	**0.3918**	**8.8400e-003**	**0.4007**	**0.0000**	**1,220.7664**	**1,220.7664**	**0.0237**	**0.0739**	**1,243.3694**

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2035

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0291	1.0985	0.4003	3.8900e-003	0.1467	5.9200e-003	0.1526	0.0424	5.6600e-003	0.0481	0.0000	381.0270	381.0270	0.0119	0.0557	397.9358
Worker	0.2294	0.1274	2.1411	8.2500e-003	1.3204	3.2200e-003	1.3236	0.3509	2.9600e-003	0.3539	0.0000	831.6566	831.6566	0.0113	0.0175	837.1397
Total	**0.2585**	**1.2259**	**2.5414**	**0.0121**	**1.4671**	**9.1400e-003**	**1.4763**	**0.3933**	**8.6200e-003**	**0.4019**	**0.0000**	**1,212.6835**	**1,212.6835**	**0.0232**	**0.0732**	**1,235.0755**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0291	1.0985	0.4003	3.8900e-003	0.1467	5.9200e-003	0.1526	0.0424	5.6600e-003	0.0481	0.0000	381.0270	381.0270	0.0119	0.0557	397.9358
Worker	0.2294	0.1274	2.1411	8.2500e-003	1.3204	3.2200e-003	1.3236	0.3509	2.9600e-003	0.3539	0.0000	831.6566	831.6566	0.0113	0.0175	837.1397
Total	**0.2585**	**1.2259**	**2.5414**	**0.0121**	**1.4671**	**9.1400e-003**	**1.4763**	**0.3933**	**8.6200e-003**	**0.4019**	**0.0000**	**1,212.6835**	**1,212.6835**	**0.0232**	**0.0732**	**1,235.0755**

3.5 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118	0.0000	344.3479	344.3479	0.0128	0.0000	344.6686
Total	**0.1594**	**0.9381**	**2.1114**	**4.0600e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**344.3479**	**344.3479**	**0.0128**	**0.0000**	**344.6686**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2036

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0292	1.1028	0.4019	3.9000e-003	0.1473	5.9400e-003	0.1532	0.0426	5.6800e-003	0.0483	0.0000	382.4869	382.4869	0.0120	0.0560	399.4604
Worker	0.2303	0.1279	2.1493	8.2800e-003	1.3255	3.2300e-003	1.3287	0.3523	2.9800e-003	0.3552	0.0000	834.8430	834.8430	0.0114	0.0175	840.3471
Total	**0.2595**	**1.2306**	**2.5512**	**0.0122**	**1.4727**	**9.1700e-003**	**1.4819**	**0.3948**	**8.6600e-003**	**0.4035**	**0.0000**	**1,217.3298**	**1,217.3298**	**0.0233**	**0.0735**	**1,239.8076**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1594	0.9381	2.1114	4.0600e-003		0.0118	0.0118		0.0118	0.0118	0.0000	344.3475	344.3475	0.0128	0.0000	344.6682
Total	**0.1594**	**0.9381**	**2.1114**	**4.0600e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**344.3475**	**344.3475**	**0.0128**	**0.0000**	**344.6682**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2036

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0292	1.1028	0.4019	3.9000e-003	0.1473	5.9400e-003	0.1532	0.0426	5.6800e-003	0.0483	0.0000	382.4869	382.4869	0.0120	0.0560	399.4604
Worker	0.2303	0.1279	2.1493	8.2800e-003	1.3255	3.2300e-003	1.3287	0.3523	2.9800e-003	0.3552	0.0000	834.8430	834.8430	0.0114	0.0175	840.3471
Total	**0.2595**	**1.2306**	**2.5512**	**0.0122**	**1.4727**	**9.1700e-003**	**1.4819**	**0.3948**	**8.6600e-003**	**0.4035**	**0.0000**	**1,217.3298**	**1,217.3298**	**0.0233**	**0.0735**	**1,239.8076**

3.5 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2037

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0291	1.0985	0.4003	3.8900e-003	0.1467	5.9200e-003	0.1526	0.0424	5.6600e-003	0.0481	0.0000	381.0270	381.0270	0.0119	0.0557	397.9358
Worker	0.2294	0.1274	2.1411	8.2500e-003	1.3204	3.2200e-003	1.3236	0.3509	2.9600e-003	0.3539	0.0000	831.6566	831.6566	0.0113	0.0175	837.1397
Total	**0.2585**	**1.2259**	**2.5414**	**0.0121**	**1.4671**	**9.1400e-003**	**1.4763**	**0.3933**	**8.6200e-003**	**0.4019**	**0.0000**	**1,212.6835**	**1,212.6835**	**0.0232**	**0.0732**	**1,235.0755**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2037

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0291	1.0985	0.4003	3.8900e-003	0.1467	5.9200e-003	0.1526	0.0424	5.6600e-003	0.0481	0.0000	381.0270	381.0270	0.0119	0.0557	397.9358
Worker	0.2294	0.1274	2.1411	8.2500e-003	1.3204	3.2200e-003	1.3236	0.3509	2.9600e-003	0.3539	0.0000	831.6566	831.6566	0.0113	0.0175	837.1397
Total	**0.2585**	**1.2259**	**2.5414**	**0.0121**	**1.4671**	**9.1400e-003**	**1.4763**	**0.3933**	**8.6200e-003**	**0.4019**	**0.0000**	**1,212.6835**	**1,212.6835**	**0.0232**	**0.0732**	**1,235.0755**

3.5 Building Construction - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0336	343.0336	0.0128	0.0000	343.3530
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0336**	**343.0336**	**0.0128**	**0.0000**	**343.3530**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0291	1.0985	0.4003	3.8900e-003	0.1467	5.9200e-003	0.1526	0.0424	5.6600e-003	0.0481	0.0000	381.0270	381.0270	0.0119	0.0557	397.9358
Worker	0.2294	0.1274	2.1411	8.2500e-003	1.3204	3.2200e-003	1.3236	0.3509	2.9600e-003	0.3539	0.0000	831.6566	831.6566	0.0113	0.0175	837.1397
Total	**0.2585**	**1.2259**	**2.5414**	**0.0121**	**1.4671**	**9.1400e-003**	**1.4763**	**0.3933**	**8.6200e-003**	**0.4019**	**0.0000**	**1,212.6835**	**1,212.6835**	**0.0232**	**0.0732**	**1,235.0755**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1588	0.9346	2.1034	4.0400e-003		0.0118	0.0118		0.0118	0.0118	0.0000	343.0332	343.0332	0.0128	0.0000	343.3526
Total	**0.1588**	**0.9346**	**2.1034**	**4.0400e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**343.0332**	**343.0332**	**0.0128**	**0.0000**	**343.3526**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0291	1.0985	0.4003	3.8900e-003	0.1467	5.9200e-003	0.1526	0.0424	5.6600e-003	0.0481	0.0000	381.0270	381.0270	0.0119	0.0557	397.9358
Worker	0.2294	0.1274	2.1411	8.2500e-003	1.3204	3.2200e-003	1.3236	0.3509	2.9600e-003	0.3539	0.0000	831.6566	831.6566	0.0113	0.0175	837.1397
Total	**0.2585**	**1.2259**	**2.5414**	**0.0121**	**1.4671**	**9.1400e-003**	**1.4763**	**0.3933**	**8.6200e-003**	**0.4019**	**0.0000**	**1,212.6835**	**1,212.6835**	**0.0232**	**0.0732**	**1,235.0755**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1582	0.9310	2.0953	4.0200e-003		0.0118	0.0118		0.0118	0.0118	0.0000	341.7193	341.7193	0.0127	0.0000	342.0375
Total	**0.1582**	**0.9310**	**2.0953**	**4.0200e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**341.7193**	**341.7193**	**0.0127**	**0.0000**	**342.0375**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0290	1.0943	0.3988	3.8800e-003	0.1461	5.8900e-003	0.1520	0.0423	5.6400e-003	0.0479	0.0000	379.5671	379.5671	0.0119	0.0555	396.4111
Worker	0.2285	0.1269	2.1329	8.2200e-003	1.3154	3.2100e-003	1.3186	0.3496	2.9500e-003	0.3525	0.0000	828.4701	828.4701	0.0113	0.0174	833.9323
Total	**0.2575**	**1.2212**	**2.5317**	**0.0121**	**1.4615**	**9.1000e-003**	**1.4706**	**0.3918**	**8.5900e-003**	**0.4004**	**0.0000**	**1,208.0373**	**1,208.0373**	**0.0232**	**0.0729**	**1,230.3434**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1582	0.9310	2.0953	4.0200e-003		0.0118	0.0118		0.0118	0.0118	0.0000	341.7189	341.7189	0.0127	0.0000	342.0371
Total	**0.1582**	**0.9310**	**2.0953**	**4.0200e-003**		**0.0118**	**0.0118**		**0.0118**	**0.0118**	**0.0000**	**341.7189**	**341.7189**	**0.0127**	**0.0000**	**342.0371**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0290	1.0943	0.3988	3.8800e-003	0.1461	5.8900e-003	0.1520	0.0423	5.6400e-003	0.0479	0.0000	379.5671	379.5671	0.0119	0.0555	396.4111
Worker	0.2285	0.1269	2.1329	8.2200e-003	1.3154	3.2100e-003	1.3186	0.3496	2.9500e-003	0.3525	0.0000	828.4701	828.4701	0.0113	0.0174	833.9323
Total	**0.2575**	**1.2212**	**2.5317**	**0.0121**	**1.4615**	**9.1000e-003**	**1.4706**	**0.3918**	**8.5900e-003**	**0.4004**	**0.0000**	**1,208.0373**	**1,208.0373**	**0.0232**	**0.0729**	**1,230.3434**

3.5 Building Construction - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0850	0.4892	1.1444	2.2000e-003		5.2300e-003	5.2300e-003		5.2300e-003	5.2300e-003	0.0000	186.6314	186.6314	6.7100e-003	0.0000	186.7990
Total	**0.0850**	**0.4892**	**1.1444**	**2.2000e-003**		**5.2300e-003**	**5.2300e-003**		**5.2300e-003**	**5.2300e-003**	**0.0000**	**186.6314**	**186.6314**	**6.7100e-003**	**0.0000**	**186.7990**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2040

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0156	0.5721	0.2219	2.0100e-003	0.0798	3.1100e-003	0.0829	0.0231	2.9700e-003	0.0261	0.0000	197.4724	197.4724	6.8300e-003	0.0288	206.2378
Worker	0.1021	0.0612	1.0715	4.2700e-003	0.7184	1.3800e-003	0.7198	0.1909	1.2700e-003	0.1922	0.0000	437.2753	437.2753	4.8700e-003	9.0200e-003	440.0845
Total	**0.1177**	**0.6333**	**1.2933**	**6.2800e-003**	**0.7982**	**4.4900e-003**	**0.8027**	**0.2140**	**4.2400e-003**	**0.2182**	**0.0000**	**634.7477**	**634.7477**	**0.0117**	**0.0379**	**646.3223**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0850	0.4892	1.1444	2.2000e-003		5.2300e-003	5.2300e-003		5.2300e-003	5.2300e-003	0.0000	186.6311	186.6311	6.7100e-003	0.0000	186.7988
Total	**0.0850**	**0.4892**	**1.1444**	**2.2000e-003**		**5.2300e-003**	**5.2300e-003**		**5.2300e-003**	**5.2300e-003**	**0.0000**	**186.6311**	**186.6311**	**6.7100e-003**	**0.0000**	**186.7988**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2040

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0156	0.5721	0.2219	2.0100e-003	0.0798	3.1100e-003	0.0829	0.0231	2.9700e-003	0.0261	0.0000	197.4724	197.4724	6.8300e-003	0.0288	206.2378
Worker	0.1021	0.0612	1.0715	4.2700e-003	0.7184	1.3800e-003	0.7198	0.1909	1.2700e-003	0.1922	0.0000	437.2753	437.2753	4.8700e-003	9.0200e-003	440.0845
Total	**0.1177**	**0.6333**	**1.2933**	**6.2800e-003**	**0.7982**	**4.4900e-003**	**0.8027**	**0.2140**	**4.2400e-003**	**0.2182**	**0.0000**	**634.7477**	**634.7477**	**0.0117**	**0.0379**	**646.3223**

3.6 Paving - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0602	0.2176	0.9412	1.6700e-003		6.9300e-003	6.9300e-003		6.9300e-003	6.9300e-003	0.0000	143.3921	143.3921	4.8200e-003	0.0000	143.5126
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0602**	**0.2176**	**0.9412**	**1.6700e-003**		**6.9300e-003**	**6.9300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**143.3921**	**143.3921**	**4.8200e-003**	**0.0000**	**143.5126**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2040

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	7.3000e-004	0.0128	5.0000e-005	8.5900e-003	2.0000e-005	8.6100e-003	2.2800e-003	2.0000e-005	2.3000e-003	0.0000	5.2300	5.2300	6.0000e-005	1.1000e-004	5.2636
Total	**1.2200e-003**	**7.3000e-004**	**0.0128**	**5.0000e-005**	**8.5900e-003**	**2.0000e-005**	**8.6100e-003**	**2.2800e-003**	**2.0000e-005**	**2.3000e-003**	**0.0000**	**5.2300**	**5.2300**	**6.0000e-005**	**1.1000e-004**	**5.2636**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0602	0.2176	0.9412	1.6700e-003		6.9300e-003	6.9300e-003		6.9300e-003	6.9300e-003	0.0000	143.3919	143.3919	4.8200e-003	0.0000	143.5124
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0602**	**0.2176**	**0.9412**	**1.6700e-003**		**6.9300e-003**	**6.9300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**143.3919**	**143.3919**	**4.8200e-003**	**0.0000**	**143.5124**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2040

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	7.3000e-004	0.0128	5.0000e-005	8.5900e-003	2.0000e-005	8.6100e-003	2.2800e-003	2.0000e-005	2.3000e-003	0.0000	5.2300	5.2300	6.0000e-005	1.1000e-004	5.2636
Total	**1.2200e-003**	**7.3000e-004**	**0.0128**	**5.0000e-005**	**8.5900e-003**	**2.0000e-005**	**8.6100e-003**	**2.2800e-003**	**2.0000e-005**	**2.3000e-003**	**0.0000**	**5.2300**	**5.2300**	**6.0000e-005**	**1.1000e-004**	**5.2636**

3.6 Paving - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1067	0.3858	1.6688	2.9600e-003		0.0123	0.0123		0.0123	0.0123	0.0000	254.2499	254.2499	8.5500e-003	0.0000	254.4635
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1067**	**0.3858**	**1.6688**	**2.9600e-003**		**0.0123**	**0.0123**		**0.0123**	**0.0123**	**0.0000**	**254.2499**	**254.2499**	**8.5500e-003**	**0.0000**	**254.4635**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2041

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.1700e-003	1.3000e-003	0.0227	9.0000e-005	0.0152	3.0000e-005	0.0153	4.0500e-003	3.0000e-005	4.0800e-003	0.0000	9.2734	9.2734	1.0000e-004	1.9000e-004	9.3330
Total	**2.1700e-003**	**1.3000e-003**	**0.0227**	**9.0000e-005**	**0.0152**	**3.0000e-005**	**0.0153**	**4.0500e-003**	**3.0000e-005**	**4.0800e-003**	**0.0000**	**9.2734**	**9.2734**	**1.0000e-004**	**1.9000e-004**	**9.3330**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1067	0.3858	1.6688	2.9600e-003		0.0123	0.0123		0.0123	0.0123	0.0000	254.2496	254.2496	8.5500e-003	0.0000	254.4632
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1067**	**0.3858**	**1.6688**	**2.9600e-003**		**0.0123**	**0.0123**		**0.0123**	**0.0123**	**0.0000**	**254.2496**	**254.2496**	**8.5500e-003**	**0.0000**	**254.4632**

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3.6 Paving - 2041

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.1700e-003	1.3000e-003	0.0227	9.0000e-005	0.0152	3.0000e-005	0.0153	4.0500e-003	3.0000e-005	4.0800e-003	0.0000	9.2734	9.2734	1.0000e-004	1.9000e-004	9.3330
Total	**2.1700e-003**	**1.3000e-003**	**0.0227**	**9.0000e-005**	**0.0152**	**3.0000e-005**	**0.0153**	**4.0500e-003**	**3.0000e-005**	**4.0800e-003**	**0.0000**	**9.2734**	**9.2734**	**1.0000e-004**	**1.9000e-004**	**9.3330**

3.7 Architectural Coating - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8794					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8700e-003	0.0182	0.0448	7.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	6.3831	6.3831	2.2000e-004	0.0000	6.3888
Total	**1.8822**	**0.0182**	**0.0448**	**7.0000e-005**		**1.9000e-004**	**1.9000e-004**		**1.9000e-004**	**1.9000e-004**	**0.0000**	**6.3831**	**6.3831**	**2.2000e-004**	**0.0000**	**6.3888**

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3.7 Architectural Coating - 2040

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1800e-003	4.3000e-003	0.0754	3.0000e-004	0.0505	1.0000e-004	0.0506	0.0134	9.0000e-005	0.0135	0.0000	30.7647	30.7647	3.4000e-004	6.3000e-004	30.9624
Total	**7.1800e-003**	**4.3000e-003**	**0.0754**	**3.0000e-004**	**0.0505**	**1.0000e-004**	**0.0506**	**0.0134**	**9.0000e-005**	**0.0135**	**0.0000**	**30.7647**	**30.7647**	**3.4000e-004**	**6.3000e-004**	**30.9624**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8794					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8700e-003	0.0182	0.0448	7.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	6.3831	6.3831	2.2000e-004	0.0000	6.3887
Total	**1.8822**	**0.0182**	**0.0448**	**7.0000e-005**		**1.9000e-004**	**1.9000e-004**		**1.9000e-004**	**1.9000e-004**	**0.0000**	**6.3831**	**6.3831**	**2.2000e-004**	**0.0000**	**6.3887**

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3.7 Architectural Coating - 2040

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1800e-003	4.3000e-003	0.0754	3.0000e-004	0.0505	1.0000e-004	0.0506	0.0134	9.0000e-005	0.0135	0.0000	30.7647	30.7647	3.4000e-004	6.3000e-004	30.9624
Total	**7.1800e-003**	**4.3000e-003**	**0.0754**	**3.0000e-004**	**0.0505**	**1.0000e-004**	**0.0506**	**0.0134**	**9.0000e-005**	**0.0135**	**0.0000**	**30.7647**	**30.7647**	**3.4000e-004**	**6.3000e-004**	**30.9624**

3.7 Architectural Coating - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0150	0.0949	0.2339	3.9000e-004		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	33.3200	33.3200	1.1700e-003	0.0000	33.3493
Total	**0.0150**	**0.0949**	**0.2339**	**3.9000e-004**		**9.7000e-004**	**9.7000e-004**		**9.7000e-004**	**9.7000e-004**	**0.0000**	**33.3200**	**33.3200**	**1.1700e-003**	**0.0000**	**33.3493**

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3.7 Architectural Coating - 2041

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0375	0.0225	0.3935	1.5700e-003	0.2638	5.1000e-004	0.2643	0.0701	4.7000e-004	0.0706	0.0000	160.5919	160.5919	1.7900e-003	3.3100e-003	161.6236
Total	**0.0375**	**0.0225**	**0.3935**	**1.5700e-003**	**0.2638**	**5.1000e-004**	**0.2643**	**0.0701**	**4.7000e-004**	**0.0706**	**0.0000**	**160.5919**	**160.5919**	**1.7900e-003**	**3.3100e-003**	**161.6236**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0150	0.0949	0.2339	3.9000e-004		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	33.3199	33.3199	1.1700e-003	0.0000	33.3492
Total	**0.0150**	**0.0949**	**0.2339**	**3.9000e-004**		**9.7000e-004**	**9.7000e-004**		**9.7000e-004**	**9.7000e-004**	**0.0000**	**33.3199**	**33.3199**	**1.1700e-003**	**0.0000**	**33.3492**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2041

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0375	0.0225	0.3935	1.5700e-003	0.2638	5.1000e-004	0.2643	0.0701	4.7000e-004	0.0706	0.0000	160.5919	160.5919	1.7900e-003	3.3100e-003	161.6236
Total	**0.0375**	**0.0225**	**0.3935**	**1.5700e-003**	**0.2638**	**5.1000e-004**	**0.2643**	**0.0701**	**4.7000e-004**	**0.0706**	**0.0000**	**160.5919**	**160.5919**	**1.7900e-003**	**3.3100e-003**	**161.6236**

3.7 Architectural Coating - 2042

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.0900e-003	6.9100e-003	0.0170	3.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	2.4256	2.4256	9.0000e-005	0.0000	2.4277
Total	**1.0900e-003**	**6.9100e-003**	**0.0170**	**3.0000e-005**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**2.4256**	**2.4256**	**9.0000e-005**	**0.0000**	**2.4277**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2042

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7300e-003	1.6400e-003	0.0287	1.1000e-004	0.0192	4.0000e-005	0.0192	5.1000e-003	3.0000e-005	5.1400e-003	0.0000	11.6906	11.6906	1.3000e-004	2.4000e-004	11.7657
Total	**2.7300e-003**	**1.6400e-003**	**0.0287**	**1.1000e-004**	**0.0192**	**4.0000e-005**	**0.0192**	**5.1000e-003**	**3.0000e-005**	**5.1400e-003**	**0.0000**	**11.6906**	**11.6906**	**1.3000e-004**	**2.4000e-004**	**11.7657**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.0900e-003	6.9100e-003	0.0170	3.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	2.4256	2.4256	9.0000e-005	0.0000	2.4277
Total	**1.0900e-003**	**6.9100e-003**	**0.0170**	**3.0000e-005**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**2.4256**	**2.4256**	**9.0000e-005**	**0.0000**	**2.4277**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2042

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.7300e-003	1.6400e-003	0.0287	1.1000e-004	0.0192	4.0000e-005	0.0192	5.1000e-003	3.0000e-005	5.1400e-003	0.0000	11.6906	11.6906	1.3000e-004	2.4000e-004	11.7657
Total	**2.7300e-003**	**1.6400e-003**	**0.0287**	**1.1000e-004**	**0.0192**	**4.0000e-005**	**0.0192**	**5.1000e-003**	**3.0000e-005**	**5.1400e-003**	**0.0000**	**11.6906**	**11.6906**	**1.3000e-004**	**2.4000e-004**	**11.7657**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3370	1.5521	14.8323	0.0339	5.0175	0.0178	5.0352	1.3382	0.0166	1.3548	0.0000	3,423.2443	3,423.2443	0.1625	0.1342	3,467.2826
Unmitigated	1.3370	1.5521	14.8323	0.0339	5.0175	0.0178	5.0352	1.3382	0.0166	1.3548	0.0000	3,423.2443	3,423.2443	0.1625	0.1342	3,467.2826

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	200.64	223.44	173.28	915,611	915,611
Apartments Mid Rise	113.40	95.58	79.38	485,275	485,275
Apartments Mid Rise	505.40	425.98	353.78	2,162,770	2,162,770
Government (Civic Center)	25.99	0.00	0.00	49,223	49,223
Office Park	559.84	84.19	37.88	1,836,518	1,836,518
Strip Mall	1,339.20	1,257.36	610.08	5,585,619	5,585,619
Strip Mall	583.20	547.56	265.68	2,432,447	2,432,447
Total	3,327.67	2,634.11	1,520.08	13,467,463	13,467,463

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
Apartments Low Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Apartments Mid Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Apartments Mid Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Government (Civic Center)	12.87	10.73	12.48	75.00	20.00	5.00	50	34	16
Office Park	24.95	9.60	6.60	33.00	48.00	19.00	82	15	3

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Strip Mall	46.79	18.00	18.00	16.60	64.40	19.00	45	40	15
Strip Mall	46.79	18.00	18.00	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Apartments Mid Rise	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Government (Civic Center)	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Office Park	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Strip Mall	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,485.6170	1,485.6170	0.2403	0.0291	1,500.3071
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,485.6170	1,485.6170	0.2403	0.0291	1,500.3071
NaturalGas Mitigated	0.1046	0.9224	0.5904	5.7000e-003		0.0723	0.0723		0.0723	0.0723	0.0000	1,035.0794	1,035.0794	0.0198	0.0190	1,041.2304
NaturalGas Unmitigated	0.1046	0.9224	0.5904	5.7000e-003		0.0723	0.0723		0.0723	0.0723	0.0000	1,035.0794	1,035.0794	0.0198	0.0190	1,041.2304

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Low Rise	2.24986e+006	0.0121	0.1037	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	120.0609	120.0609	2.3000e-003	2.2000e-003	120.7744
Apartments Mid Rise	1.35783e+006	7.3200e-003	0.0626	0.0266	4.0000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	72.4591	72.4591	1.3900e-003	1.3300e-003	72.8897
Apartments Mid Rise	6.05157e+006	0.0326	0.2789	0.1187	1.7800e-003		0.0226	0.0226		0.0226	0.0226	0.0000	322.9350	322.9350	6.1900e-003	5.9200e-003	324.8540
Government (Civic Center)	102708	5.5000e-004	5.0300e-003	4.2300e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4809	5.4809	1.1000e-004	1.0000e-004	5.5135
Office Park	8.80165e+006	0.0475	0.4315	0.3624	2.5900e-003		0.0328	0.0328		0.0328	0.0328	0.0000	469.6894	469.6894	9.0000e-003	8.6100e-003	472.4805
Strip Mall	252720	1.3600e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	13.4861	13.4861	2.6000e-004	2.5000e-004	13.5662
Strip Mall	580320	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9681	30.9681	5.9000e-004	5.7000e-004	31.1521
Total		**0.1046**	**0.9224**	**0.5904**	**5.7000e-003**		**0.0723**	**0.0723**		**0.0723**	**0.0723**	**0.0000**	**1,035.0794**	**1,035.0794**	**0.0198**	**0.0190**	**1,041.2304**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Low Rise	2.24986e+006	0.0121	0.1037	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	120.0609	120.0609	2.3000e-003	2.2000e-003	120.7744
Apartments Mid Rise	1.35783e+006	7.3200e-003	0.0626	0.0266	4.0000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	72.4591	72.4591	1.3900e-003	1.3300e-003	72.8897
Apartments Mid Rise	6.05157e+006	0.0326	0.2789	0.1187	1.7800e-003		0.0226	0.0226		0.0226	0.0226	0.0000	322.9350	322.9350	6.1900e-003	5.9200e-003	324.8540
Government (Civic Center)	102708	5.5000e-004	5.0300e-003	4.2300e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.4809	5.4809	1.1000e-004	1.0000e-004	5.5135
Office Park	8.80165e+006	0.0475	0.4315	0.3624	2.5900e-003		0.0328	0.0328		0.0328	0.0328	0.0000	469.6894	469.6894	9.0000e-003	8.6100e-003	472.4805
Strip Mall	252720	1.3600e-003	0.0124	0.0104	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	13.4861	13.4861	2.6000e-004	2.5000e-004	13.5662
Strip Mall	580320	3.1300e-003	0.0285	0.0239	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9681	30.9681	5.9000e-004	5.7000e-004	31.1521
Total		**0.1046**	**0.9224**	**0.5904**	**5.7000e-003**		**0.0723**	**0.0723**		**0.0723**	**0.0723**	**0.0000**	**1,035.0794**	**1,035.0794**	**0.0198**	**0.0190**	**1,041.2304**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	925910	85.6687	0.0139	1.6800e-003	86.5158
Apartments Mid Rise	2.79156e+006	258.2859	0.0418	5.0600e-003	260.8399
Apartments Mid Rise	626362	57.9533	9.3800e-003	1.1400e-003	58.5264
Government (Civic Center)	108858	10.0719	1.6300e-003	2.0000e-004	10.1715
Office Park	7.90507e+006	731.4065	0.1183	0.0143	738.6388
Strip Mall	1.12212e+006	103.8228	0.0168	2.0400e-003	104.8494
Strip Mall	2.57672e+006	238.4079	0.0386	4.6800e-003	240.7653
Total		**1,485.6170**	**0.2404**	**0.0291**	**1,500.3071**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	925910	85.6687	0.0139	1.6800e-003	86.5158
Apartments Mid Rise	2.79156e+006	258.2859	0.0418	5.0600e-003	260.8399
Apartments Mid Rise	626362	57.9533	9.3800e-003	1.1400e-003	58.5264
Government (Civic Center)	108858	10.0719	1.6300e-003	2.0000e-004	10.1715
Office Park	7.90507e+006	731.4065	0.1183	0.0143	738.6388
Strip Mall	1.12212e+006	103.8228	0.0168	2.0400e-003	104.8494
Strip Mall	2.57672e+006	238.4079	0.0386	4.6800e-003	240.7653
Total		**1,485.6170**	**0.2404**	**0.0291**	**1,500.3071**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.0943	0.1741	15.0840	8.0000e-004		0.0840	0.0840		0.0840	0.0840	0.0000	24.7522	24.7522	0.0236	0.0000	25.3423
Unmitigated	9.0943	0.1741	15.0840	8.0000e-004		0.0840	0.0840		0.0840	0.0840	0.0000	24.7522	24.7522	0.0236	0.0000	25.3423

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	1.2404					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.4020					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4520	0.1741	15.0840	8.0000e-004		0.0840	0.0840		0.0840	0.0840	0.0000	24.7522	24.7522	0.0236	0.0000	25.3423
Total	**9.0943**	**0.1741**	**15.0840**	**8.0000e-004**		**0.0840**	**0.0840**		**0.0840**	**0.0840**	**0.0000**	**24.7522**	**24.7522**	**0.0236**	**0.0000**	**25.3423**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.2404					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.4020					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4520	0.1741	15.0840	8.0000e-004		0.0840	0.0840		0.0840	0.0840	0.0000	24.7522	24.7522	0.0236	0.0000	25.3423
Total	**9.0943**	**0.1741**	**15.0840**	**8.0000e-004**		**0.0840**	**0.0840**		**0.0840**	**0.0840**	**0.0000**	**24.7522**	**24.7522**	**0.0236**	**0.0000**	**25.3423**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	149.5607	4.5762	0.1097	296.6592
Unmitigated	178.1699	5.7188	0.1370	361.9562

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	14.8551 / 9.36518	15.1828	0.4858	0.0116	30.7937
Apartments Mid Rise	57.5962 / 36.3106	58.8665	1.8833	0.0451	119.3929
Government (Civic Center)	1.2595 / 0.771953	1.2801	0.0412	9.9000e-004	2.6036
Office Park	74.8135 / 45.8534	76.0388	2.4463	0.0586	154.6543
Strip Mall	26.3698 / 16.1621	26.8017	0.8622	0.0207	54.5117
Total		**178.1699**	**5.7188**	**0.1370**	**361.9562**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	11.8841 / 9.36518	12.7528	0.3887	9.3200e-003	25.2475
Apartments Mid Rise	46.0769 / 36.3106	49.4449	1.5071	0.0361	97.8893
Government (Civic Center)	1.0076 / 0.771953	1.0741	0.0330	7.9000e-004	2.1334
Office Park	59.8508 / 45.8534	63.8008	1.9575	0.0469	126.7226
Strip Mall	21.0959 / 16.1621	22.4881	0.6900	0.0165	44.6664
Total		**149.5607**	**4.5762**	**0.1097**	**296.6592**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	266.5109	15.7503	0.0000	660.2695
Unmitigated	266.5109	15.7503	0.0000	660.2695

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	104.88	21.2897	1.2582	0.0000	52.7443
Apartments Mid Rise	406.64	82.5443	4.8782	0.0000	204.4999
Government (Civic Center)	36.14	7.3361	0.4336	0.0000	18.1749
Office Park	391.46	79.4628	4.6961	0.0000	196.8658
Strip Mall	373.8	75.8780	4.4843	0.0000	187.9846
Total		**266.5109**	**15.7503**	**0.0000**	**660.2695**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	104.88	21.2897	1.2582	0.0000	52.7443
Apartments Mid Rise	406.64	82.5443	4.8782	0.0000	204.4999
Government (Civic Center)	36.14	7.3361	0.4336	0.0000	18.1749
Office Park	391.46	79.4628	4.6961	0.0000	196.8658
Strip Mall	373.8	75.8780	4.4843	0.0000	187.9846
Total		**266.5109**	**15.7503**	**0.0000**	**660.2695**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Pismo Beach GP/LCP PEIR - GHG

San Luis Obispo County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	6.34	1000sqft	0.15	6,340.00	-2
Office Park	420.93	1000sqft	9.66	420,930.00	0
Apartments Low Rise	228.00	Dwelling Unit	14.25	228,000.00	471
Apartments Mid Rise	162.00	Dwelling Unit	4.26	162,000.00	185
Apartments Mid Rise	722.00	Dwelling Unit	19.00	722,000.00	1221
Strip Mall	248.00	1000sqft	5.69	248,000.00	0
Strip Mall	108.00	1000sqft	2.48	108,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Data given by applicant

Construction Phase - Similar Buildout schedule as other City General Plan Update for 2040.

Grading -

Architectural Coating - SLOAPCD Rule 433

Vehicle Trips - Adjusted trip length and trip generation rates

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Coating - SLOAPCD Rule 433

Mobile Land Use Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	150
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblConstructionPhase	NumDays	75.00	330.00
tblConstructionPhase	NumDays	1,110.00	4,650.00
tblConstructionPhase	NumDays	70.00	300.00
tblConstructionPhase	NumDays	110.00	465.00
tblConstructionPhase	NumDays	75.00	330.00
tblConstructionPhase	NumDays	40.00	180.00
tblLandUse	Population	0.00	-2.00
tblLandUse	Population	652.00	471.00
tblLandUse	Population	463.00	185.00
tblLandUse	Population	2,065.00	1,221.00
tblVehicleTrips	CC_TL	5.00	10.73
tblVehicleTrips	CC_TL	5.00	9.60
tblVehicleTrips	CC_TL	5.00	18.00
tblVehicleTrips	CNW_TL	5.00	12.48
tblVehicleTrips	CNW_TL	5.00	6.60
tblVehicleTrips	CNW_TL	5.00	18.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CW_TL	13.00	12.87
tblVehicleTrips	CW_TL	13.00	24.95
tblVehicleTrips	CW_TL	13.00	46.79
tblVehicleTrips	HO_TL	5.00	9.01
tblVehicleTrips	HO_TL	5.00	9.01
tblVehicleTrips	HS_TL	5.00	9.01
tblVehicleTrips	HS_TL	5.00	9.01
tblVehicleTrips	HW_TL	13.00	23.42
tblVehicleTrips	HW_TL	13.00	23.42
tblVehicleTrips	ST_TR	8.14	0.98
tblVehicleTrips	ST_TR	4.91	0.59
tblVehicleTrips	ST_TR	1.64	0.20
tblVehicleTrips	ST_TR	42.04	5.07
tblVehicleTrips	SU_TR	6.28	0.76
tblVehicleTrips	SU_TR	4.09	0.49
tblVehicleTrips	SU_TR	0.76	0.09
tblVehicleTrips	SU_TR	20.43	2.46
tblVehicleTrips	WD_TR	7.32	0.88
tblVehicleTrips	WD_TR	5.44	0.70
tblVehicleTrips	WD_TR	33.98	4.10
tblVehicleTrips	WD_TR	11.07	1.33
tblVehicleTrips	WD_TR	44.32	5.40

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.2192	31.4808	22.0481	0.0402	0.1483	1.5521	1.7004	0.0393	1.4418	1.4812	0.0000	3,882.7242	3,882.7242	1.0589	3.8400e-003	3,910.3396
2022	15.3450	127.7166	121.9441	0.2989	40.9224	5.4727	46.3951	16.9814	5.0682	22.0496	0.0000	29,738.5790	29,738.5790	5.1598	0.8592	30,123.6076
2023	10.8880	82.5518	96.7599	0.2552	21.0876	3.2309	24.3185	6.8318	2.9996	9.8314	0.0000	25,518.6719	25,518.6719	3.9244	0.8132	25,859.1266
2024	8.1550	57.5246	74.1911	0.2117	20.9394	2.0537	22.9931	6.7926	1.9042	8.6968	0.0000	21,364.4043	21,364.4043	2.8471	0.7844	21,669.3313
2025	4.5922	23.7307	44.1049	0.1446	11.5382	0.6282	12.1665	3.0864	0.5910	3.6774	0.0000	14,920.0264	14,920.0264	0.8788	0.7562	15,167.3335
2026	4.4340	23.3598	42.6116	0.1414	11.5384	0.6246	12.1629	3.0865	0.5875	3.6740	0.0000	14,658.3055	14,658.3055	0.8639	0.7341	14,898.6675
2027	4.2867	23.0248	41.3300	0.1384	11.5385	0.6207	12.1592	3.0865	0.5839	3.6704	0.0000	14,404.8920	14,404.8920	0.8510	0.7132	14,638.6888
2028	4.1434	22.7386	40.2559	0.1356	11.5386	0.6170	12.1555	3.0865	0.5804	3.6669	0.0000	14,172.1058	14,172.1058	0.8401	0.6942	14,399.9810
2029	4.0037	22.4648	39.3145	0.1330	11.5387	0.6133	12.1519	3.0866	0.5769	3.6635	0.0000	13,953.1316	13,953.1316	0.8306	0.6763	14,175.4434
2030	3.8121	17.7093	38.5906	0.1347	11.5388	0.2305	11.7693	3.0866	0.2257	3.3123	0.0000	14,099.3853	14,099.3853	0.3373	0.6608	14,304.7452
2031	3.6775	17.5136	37.8900	0.1326	11.5388	0.2275	11.7664	3.0866	0.2230	3.3096	0.0000	13,923.3835	13,923.3835	0.3296	0.6470	14,124.4403
2032	3.5515	17.3445	37.2848	0.1307	11.5389	0.2248	11.7637	3.0867	0.2204	3.3071	0.0000	13,766.3089	13,766.3089	0.3228	0.6350	13,963.6126
2033	3.4444	17.2046	36.7752	0.1291	11.5390	0.2224	11.7614	3.0867	0.2182	3.3048	0.0000	13,626.5334	13,626.5334	0.3168	0.6247	13,820.6175
2034	3.3496	17.0824	36.3308	0.1276	11.5390	0.2202	11.7592	3.0867	0.2161	3.3028	0.0000	13,501.1000	13,501.1000	0.3118	0.6156	13,692.3532
2035	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2036	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2037	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2038	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2039	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2040	76.6009	15.4735	34.6162	0.1216	11.5393	0.1369	11.6762	3.0868	0.1334	3.2202	0.0000	12,994.0878	12,994.0878	0.2816	0.5778	13,173.3103
2041	1.4267	4.5502	20.9138	0.0444	2.2244	0.1280	2.3524	0.5900	0.1277	0.7177	0.0000	4,443.8098	4,443.8098	0.1144	0.0280	4,455.0120
2042	0.3954	0.8825	4.8758	0.0154	2.0761	0.0113	2.0874	0.5506	0.0110	0.5616	0.0000	1,686.9033	1,686.9033	0.0241	0.0261	1,695.2920
Maximum	**76.6009**	**127.7166**	**121.9441**	**0.2989**	**40.9224**	**5.4727**	**46.3951**	**16.9814**	**5.0682**	**22.0496**	**0.0000**	**29,738.5790**	**29,738.5790**	**5.1598**	**0.8592**	**30,123.6076**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.2192	31.4808	22.0481	0.0402	0.1483	1.5521	1.7004	0.0393	1.4418	1.4812	0.0000	3,882.7242	3,882.7242	1.0589	3.8400e-003	3,910.3396
2022	15.3450	127.7166	121.9441	0.2989	40.9224	5.4727	46.3951	16.9814	5.0682	22.0496	0.0000	29,738.5790	29,738.5790	5.1598	0.8592	30,123.6076
2023	10.8880	82.5518	96.7599	0.2552	21.0876	3.2309	24.3185	6.8318	2.9996	9.8314	0.0000	25,518.6719	25,518.6719	3.9244	0.8132	25,859.1266
2024	8.1550	57.5246	74.1911	0.2117	20.9394	2.0537	22.9931	6.7926	1.9042	8.6968	0.0000	21,364.4043	21,364.4043	2.8471	0.7844	21,669.3313
2025	4.5922	23.7307	44.1049	0.1446	11.5382	0.6282	12.1665	3.0864	0.5910	3.6774	0.0000	14,920.0264	14,920.0264	0.8788	0.7562	15,167.3335
2026	4.4340	23.3598	42.6116	0.1414	11.5384	0.6246	12.1629	3.0865	0.5875	3.6740	0.0000	14,658.3055	14,658.3055	0.8639	0.7341	14,898.6675
2027	4.2867	23.0248	41.3300	0.1384	11.5385	0.6207	12.1592	3.0865	0.5839	3.6704	0.0000	14,404.8920	14,404.8920	0.8510	0.7132	14,638.6888
2028	4.1434	22.7386	40.2559	0.1356	11.5386	0.6170	12.1555	3.0865	0.5804	3.6669	0.0000	14,172.1058	14,172.1058	0.8401	0.6942	14,399.9810

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2029	4.0037	22.4648	39.3145	0.1330	11.5387	0.6133	12.1519	3.0866	0.5769	3.6635	0.0000	13,953.1316	13,953.1316	0.8306	0.6763	14,175.4434
2030	3.8121	17.7093	38.5906	0.1347	11.5388	0.2305	11.7693	3.0866	0.2257	3.3123	0.0000	14,099.3853	14,099.3853	0.3373	0.6608	14,304.7452
2031	3.6775	17.5136	37.8900	0.1326	11.5388	0.2275	11.7664	3.0866	0.2230	3.3096	0.0000	13,923.3835	13,923.3835	0.3296	0.6470	14,124.4403
2032	3.5515	17.3445	37.2848	0.1307	11.5389	0.2248	11.7637	3.0867	0.2204	3.3071	0.0000	13,766.3089	13,766.3089	0.3228	0.6350	13,963.6126
2033	3.4444	17.2046	36.7752	0.1291	11.5390	0.2224	11.7614	3.0867	0.2182	3.3048	0.0000	13,626.5334	13,626.5334	0.3168	0.6247	13,820.6175
2034	3.3496	17.0824	36.3308	0.1276	11.5390	0.2202	11.7592	3.0867	0.2161	3.3028	0.0000	13,501.1000	13,501.1000	0.3118	0.6156	13,692.3532
2035	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2036	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2037	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2038	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2039	3.1705	16.1997	35.9066	0.1263	11.5391	0.1604	11.6995	3.0867	0.1564	3.2432	0.0000	13,390.7625	13,390.7625	0.2988	0.6078	13,579.3485
2040	76.6009	15.4735	34.6162	0.1216	11.5393	0.1369	11.6762	3.0868	0.1334	3.2202	0.0000	12,994.0878	12,994.0878	0.2816	0.5778	13,173.3103
2041	1.4267	4.5502	20.9138	0.0444	2.2244	0.1280	2.3524	0.5900	0.1277	0.7177	0.0000	4,443.8097	4,443.8097	0.1144	0.0280	4,455.0120
2042	0.3954	0.8825	4.8758	0.0154	2.0761	0.0113	2.0874	0.5506	0.0110	0.5616	0.0000	1,686.9033	1,686.9033	0.0241	0.0261	1,695.2920
Maximum	**76.6009**	**127.7166**	**121.9441**	**0.2989**	**40.9224**	**5.4727**	**46.3951**	**16.9814**	**5.0682**	**22.0496**	**0.0000**	**29,738.5790**	**29,738.5790**	**5.1598**	**0.8592**	**30,123.6076**

	ROG	NOx	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**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035
Energy	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959
Mobile	8.5040	8.9562	90.1899	0.2162	31.8757	0.1100	31.9857	8.4836	0.1031	8.5866		24,048.4979	24,048.4979	1.0724	0.8777	24,336.8545
Total	**59.1715**	**15.0655**	**184.8425**	**0.2523**	**31.8757**	**1.0150**	**32.8907**	**8.4836**	**1.0081**	**9.4916**	**0.0000**	**30,465.8032**	**30,465.8032**	**1.3499**	**0.9923**	**30,795.2539**

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	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035
Energy	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959
Mobile	8.5040	8.9562	90.1899	0.2162	31.8757	0.1100	31.9857	8.4836	0.1031	8.5866		24,048.4979	24,048.4979	1.0724	0.8777	24,336.8545
Total	**59.1715**	**15.0655**	**184.8425**	**0.2523**	**31.8757**	**1.0150**	**32.8907**	**8.4836**	**1.0081**	**9.4916**	**0.0000**	**30,465.8032**	**30,465.8032**	**1.3499**	**0.9923**	**30,795.2539**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	11/17/2021	1/10/2023	5	300	
2	Site Preparation	Site Preparation	2/23/2022	11/1/2022	5	180	
3	Grading	Grading	4/20/2022	1/30/2024	5	465	
4	Building Construction	Building Construction	9/21/2022	7/17/2040	5	4650	
5	Paving	Paving	7/18/2040	10/22/2041	5	330	
6	Architectural Coating	Architectural Coating	10/23/2040	1/27/2042	5	330	

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 2,251,800; Residential Outdoor: 750,600; Non-Residential Indoor: 1,174,905; Non-Residential Outdoor: 391,635; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,051.00	247.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	210.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0541	0.0401	0.4831	1.3300e-003	0.1483	7.9000e-004	0.1491	0.0393	7.3000e-004	0.0401		134.7792	134.7792	3.9800e-003	3.8400e-003	136.0222
Total	**0.0541**	**0.0401**	**0.4831**	**1.3300e-003**	**0.1483**	**7.9000e-004**	**0.1491**	**0.0393**	**7.3000e-004**	**0.0401**		**134.7792**	**134.7792**	**3.9800e-003**	**3.8400e-003**	**136.0222**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0541	0.0401	0.4831	1.3300e-003	0.1483	7.9000e-004	0.1491	0.0393	7.3000e-004	0.0401		134.7792	134.7792	3.9800e-003	3.8400e-003	136.0222
Total	**0.0541**	**0.0401**	**0.4831**	**1.3300e-003**	**0.1483**	**7.9000e-004**	**0.1491**	**0.0393**	**7.3000e-004**	**0.0401**		**134.7792**	**134.7792**	**3.9800e-003**	**3.8400e-003**	**136.0222**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0506	0.0354	0.4435	1.2900e-003	0.1483	7.5000e-004	0.1490	0.0393	6.9000e-004	0.0400		131.3977	131.3977	3.5900e-003	3.5400e-003	132.5417
Total	**0.0506**	**0.0354**	**0.4435**	**1.2900e-003**	**0.1483**	**7.5000e-004**	**0.1490**	**0.0393**	**6.9000e-004**	**0.0400**		**131.3977**	**131.3977**	**3.5900e-003**	**3.5400e-003**	**132.5417**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0506	0.0354	0.4435	1.2900e-003	0.1483	7.5000e-004	0.1490	0.0393	6.9000e-004	0.0400		131.3977	131.3977	3.5900e-003	3.5400e-003	132.5417
Total	**0.0506**	**0.0354**	**0.4435**	**1.2900e-003**	**0.1483**	**7.5000e-004**	**0.1490**	**0.0393**	**6.9000e-004**	**0.0400**		**131.3977**	**131.3977**	**3.5900e-003**	**3.5400e-003**	**132.5417**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**		**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0474	0.0314	0.4090	1.2500e-003	0.1483	7.1000e-004	0.1490	0.0393	6.6000e-004	0.0400		128.1704	128.1704	3.2500e-003	3.2700e-003	129.2270
Total	**0.0474**	**0.0314**	**0.4090**	**1.2500e-003**	**0.1483**	**7.1000e-004**	**0.1490**	**0.0393**	**6.6000e-004**	**0.0400**		**128.1704**	**128.1704**	**3.2500e-003**	**3.2700e-003**	**129.2270**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**	**0.0000**	**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0474	0.0314	0.4090	1.2500e-003	0.1483	7.1000e-004	0.1490	0.0393	6.6000e-004	0.0400		128.1704	128.1704	3.2500e-003	3.2700e-003	129.2270
Total	**0.0474**	**0.0314**	**0.4090**	**1.2500e-003**	**0.1483**	**7.1000e-004**	**0.1490**	**0.0393**	**6.6000e-004**	**0.0400**		**128.1704**	**128.1704**	**3.2500e-003**	**3.2700e-003**	**129.2270**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0607	0.0425	0.5322	1.5500e-003	0.1780	9.0000e-004	0.1789	0.0472	8.3000e-004	0.0480		157.6773	157.6773	4.3100e-003	4.2400e-003	159.0500
Total	**0.0607**	**0.0425**	**0.5322**	**1.5500e-003**	**0.1780**	**9.0000e-004**	**0.1789**	**0.0472**	**8.3000e-004**	**0.0480**		**157.6773**	**157.6773**	**4.3100e-003**	**4.2400e-003**	**159.0500**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0607	0.0425	0.5322	1.5500e-003	0.1780	9.0000e-004	0.1789	0.0472	8.3000e-004	0.0480		157.6773	157.6773	4.3100e-003	4.2400e-003	159.0500
Total	**0.0607**	**0.0425**	**0.5322**	**1.5500e-003**	**0.1780**	**9.0000e-004**	**0.1789**	**0.0472**	**8.3000e-004**	**0.0480**		**157.6773**	**157.6773**	**4.3100e-003**	**4.2400e-003**	**159.0500**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0675	0.0472	0.5913	1.7200e-003	0.1977	1.0000e-003	0.1987	0.0524	9.2000e-004	0.0534		175.1970	175.1970	4.7900e-003	4.7200e-003	176.7223
Total	**0.0675**	**0.0472**	**0.5913**	**1.7200e-003**	**0.1977**	**1.0000e-003**	**0.1987**	**0.0524**	**9.2000e-004**	**0.0534**		**175.1970**	**175.1970**	**4.7900e-003**	**4.7200e-003**	**176.7223**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0675	0.0472	0.5913	1.7200e-003	0.1977	1.0000e-003	0.1987	0.0524	9.2000e-004	0.0534		175.1970	175.1970	4.7900e-003	4.7200e-003	176.7223
Total	**0.0675**	**0.0472**	**0.5913**	**1.7200e-003**	**0.1977**	**1.0000e-003**	**0.1987**	**0.0524**	**9.2000e-004**	**0.0534**		**175.1970**	**175.1970**	**4.7900e-003**	**4.7200e-003**	**176.7223**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0632	0.0418	0.5453	1.6700e-003	0.1977	9.5000e-004	0.1987	0.0524	8.7000e-004	0.0533		170.8939	170.8939	4.3300e-003	4.3600e-003	172.3027
Total	**0.0632**	**0.0418**	**0.5453**	**1.6700e-003**	**0.1977**	**9.5000e-004**	**0.1987**	**0.0524**	**8.7000e-004**	**0.0533**		**170.8939**	**170.8939**	**4.3300e-003**	**4.3600e-003**	**172.3027**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**	**0.0000**	**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0632	0.0418	0.5453	1.6700e-003	0.1977	9.5000e-004	0.1987	0.0524	8.7000e-004	0.0533		170.8939	170.8939	4.3300e-003	4.3600e-003	172.3027
Total	**0.0632**	**0.0418**	**0.5453**	**1.6700e-003**	**0.1977**	**9.5000e-004**	**0.1987**	**0.0524**	**8.7000e-004**	**0.0533**		**170.8939**	**170.8939**	**4.3300e-003**	**4.3600e-003**	**172.3027**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**9.2036**	**1.3354**	**10.5390**	**3.6538**	**1.2286**	**4.8823**		**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0594	0.0373	0.5071	1.6200e-003	0.1977	9.0000e-004	0.1986	0.0524	8.3000e-004	0.0533		166.8356	166.8356	3.9300e-003	4.0600e-003	168.1428
Total	**0.0594**	**0.0373**	**0.5071**	**1.6200e-003**	**0.1977**	**9.0000e-004**	**0.1986**	**0.0524**	**8.3000e-004**	**0.0533**		**166.8356**	**166.8356**	**3.9300e-003**	**4.0600e-003**	**168.1428**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**9.2036**	**1.3354**	**10.5390**	**3.6538**	**1.2286**	**4.8823**	**0.0000**	**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0594	0.0373	0.5071	1.6200e-003	0.1977	9.0000e-004	0.1986	0.0524	8.3000e-004	0.0533		166.8356	166.8356	3.9300e-003	4.0600e-003	168.1428
Total	**0.0594**	**0.0373**	**0.5071**	**1.6200e-003**	**0.1977**	**9.0000e-004**	**0.1986**	**0.0524**	**8.3000e-004**	**0.0533**		**166.8356**	**166.8356**	**3.9300e-003**	**4.0600e-003**	**168.1428**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4798	11.8485	3.6080	0.0380	1.1475	0.1184	1.2658	0.3305	0.1132	0.4438		4,069.1201	4,069.1201	0.0945	0.5988	4,249.9340
Worker	3.5460	2.4809	31.0724	0.0905	10.3903	0.0526	10.4429	2.7557	0.0485	2.8042		9,206.5998	9,206.5998	0.2519	0.2478	9,286.7541
Total	**4.0259**	**14.3295**	**34.6804**	**0.1285**	**11.5378**	**0.1709**	**11.7087**	**3.0863**	**0.1617**	**3.2479**		**13,275.7199**	**13,275.7199**	**0.3464**	**0.8467**	**13,536.6881**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4798	11.8485	3.6080	0.0380	1.1475	0.1184	1.2658	0.3305	0.1132	0.4438		4,069.1201	4,069.1201	0.0945	0.5988	4,249.9340
Worker	3.5460	2.4809	31.0724	0.0905	10.3903	0.0526	10.4429	2.7557	0.0485	2.8042		9,206.5998	9,206.5998	0.2519	0.2478	9,286.7541
Total	**4.0259**	**14.3295**	**34.6804**	**0.1285**	**11.5378**	**0.1709**	**11.7087**	**3.0863**	**0.1617**	**3.2479**		**13,275.7199**	**13,275.7199**	**0.3464**	**0.8467**	**13,536.6881**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2933	9.8965	3.2111	0.0366	1.1476	0.0577	1.2054	0.3306	0.0552	0.3858		3,925.4610	3,925.4610	0.0876	0.5763	4,099.3846
Worker	3.3205	2.1972	28.6560	0.0877	10.3903	0.0498	10.4401	2.7557	0.0459	2.8016		8,980.4749	8,980.4749	0.2278	0.2293	9,054.5045
Total	**3.6138**	**12.0937**	**31.8671**	**0.1244**	**11.5380**	**0.1075**	**11.6455**	**3.0863**	**0.1011**	**3.1874**		**12,905.9359**	**12,905.9359**	**0.3154**	**0.8056**	**13,153.8890**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2933	9.8965	3.2111	0.0366	1.1476	0.0577	1.2054	0.3306	0.0552	0.3858		3,925.4610	3,925.4610	0.0876	0.5763	4,099.3846
Worker	3.3205	2.1972	28.6560	0.0877	10.3903	0.0498	10.4401	2.7557	0.0459	2.8016		8,980.4749	8,980.4749	0.2278	0.2293	9,054.5045
Total	**3.6138**	**12.0937**	**31.8671**	**0.1244**	**11.5380**	**0.1075**	**11.6455**	**3.0863**	**0.1011**	**3.1874**		**12,905.9359**	**12,905.9359**	**0.3154**	**0.8056**	**13,153.8890**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2834	9.7082	3.1492	0.0360	1.1478	0.0567	1.2045	0.3306	0.0543	0.3849		3,864.9119	3,864.9119	0.0885	0.5672	4,036.1357
Worker	3.1225	1.9583	26.6453	0.0850	10.3903	0.0474	10.4377	2.7557	0.0436	2.7994		8,767.2092	8,767.2092	0.2066	0.2132	8,835.9046
Total	**3.4059**	**11.6666**	**29.7945**	**0.1210**	**11.5381**	**0.1041**	**11.6422**	**3.0864**	**0.0979**	**3.1843**		**12,632.1212**	**12,632.1212**	**0.2952**	**0.7803**	**12,872.0403**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2834	9.7082	3.1492	0.0360	1.1478	0.0567	1.2045	0.3306	0.0543	0.3849		3,864.9119	3,864.9119	0.0885	0.5672	4,036.1357
Worker	3.1225	1.9583	26.6453	0.0850	10.3903	0.0474	10.4377	2.7557	0.0436	2.7994		8,767.2092	8,767.2092	0.2066	0.2132	8,835.9046
Total	**3.4059**	**11.6666**	**29.7945**	**0.1210**	**11.5381**	**0.1041**	**11.6422**	**3.0864**	**0.0979**	**3.1843**		**12,632.1212**	**12,632.1212**	**0.2952**	**0.7803**	**12,872.0403**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2746	9.5018	3.1010	0.0354	1.1479	0.0554	1.2033	0.3307	0.0530	0.3837		3,797.8574	3,797.8574	0.0899	0.5569	3,966.0601
Worker	2.9502	1.7593	24.9192	0.0822	10.3903	0.0452	10.4356	2.7557	0.0417	2.7974		8,565.6947	8,565.6947	0.1879	0.1993	8,629.7754
Total	**3.2248**	**11.2611**	**28.0202**	**0.1176**	**11.5382**	**0.1007**	**11.6389**	**3.0864**	**0.0947**	**3.1811**		**12,363.5521**	**12,363.5521**	**0.2778**	**0.7562**	**12,595.8355**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2746	9.5018	3.1010	0.0354	1.1479	0.0554	1.2033	0.3307	0.0530	0.3837		3,797.8574	3,797.8574	0.0899	0.5569	3,966.0601
Worker	2.9502	1.7593	24.9192	0.0822	10.3903	0.0452	10.4356	2.7557	0.0417	2.7974		8,565.6947	8,565.6947	0.1879	0.1993	8,629.7754
Total	**3.2248**	**11.2611**	**28.0202**	**0.1176**	**11.5382**	**0.1007**	**11.6389**	**3.0864**	**0.0947**	**3.1811**		**12,363.5521**	**12,363.5521**	**0.2778**	**0.7562**	**12,595.8355**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2666	9.2956	3.0646	0.0347	1.1480	0.0540	1.2020	0.3307	0.0516	0.3823		3,729.6735	3,729.6735	0.0912	0.5465	3,894.8084
Worker	2.8000	1.5945	23.4624	0.0797	10.3903	0.0431	10.4334	2.7557	0.0397	2.7954		8,372.1576	8,372.1576	0.1717	0.1876	8,432.3611
Total	**3.0666**	**10.8901**	**26.5270**	**0.1144**	**11.5384**	**0.0970**	**11.6354**	**3.0865**	**0.0913**	**3.1777**		**12,101.8312**	**12,101.8312**	**0.2630**	**0.7341**	**12,327.1694**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2666	9.2956	3.0646	0.0347	1.1480	0.0540	1.2020	0.3307	0.0516	0.3823		3,729.6735	3,729.6735	0.0912	0.5465	3,894.8084
Worker	2.8000	1.5945	23.4624	0.0797	10.3903	0.0431	10.4334	2.7557	0.0397	2.7954		8,372.1576	8,372.1576	0.1717	0.1876	8,432.3611
Total	**3.0666**	**10.8901**	**26.5270**	**0.1144**	**11.5384**	**0.0970**	**11.6354**	**3.0865**	**0.0913**	**3.1777**		**12,101.8312**	**12,101.8312**	**0.2630**	**0.7341**	**12,327.1694**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2596	9.1007	3.0352	0.0340	1.1481	0.0526	1.2007	0.3308	0.0503	0.3810		3,656.1263	3,656.1263	0.0924	0.5354	3,817.9969
Worker	2.6596	1.4545	22.2101	0.0774	10.3903	0.0406	10.4309	2.7557	0.0374	2.7931		8,192.2914	8,192.2914	0.1576	0.1777	8,249.1939
Total	**2.9193**	**10.5552**	**25.2453**	**0.1114**	**11.5385**	**0.0932**	**11.6316**	**3.0865**	**0.0877**	**3.1742**		**11,848.4177**	**11,848.4177**	**0.2500**	**0.7132**	**12,067.1907**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2596	9.1007	3.0352	0.0340	1.1481	0.0526	1.2007	0.3308	0.0503	0.3810		3,656.1263	3,656.1263	0.0924	0.5354	3,817.9969
Worker	2.6596	1.4545	22.2101	0.0774	10.3903	0.0406	10.4309	2.7557	0.0374	2.7931		8,192.2914	8,192.2914	0.1576	0.1777	8,249.1939
Total	**2.9193**	**10.5552**	**25.2453**	**0.1114**	**11.5385**	**0.0932**	**11.6316**	**3.0865**	**0.0877**	**3.1742**		**11,848.4177**	**11,848.4177**	**0.2500**	**0.7132**	**12,067.1907**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2533	8.9323	3.0135	0.0333	1.1483	0.0513	1.1995	0.3308	0.0491	0.3799		3,585.9278	3,585.9278	0.0938	0.5248	3,744.6749
Worker	2.5227	1.3367	21.1578	0.0753	10.3903	0.0381	10.4284	2.7557	0.0351	2.7908		8,029.7037	8,029.7037	0.1453	0.1694	8,083.8080
Total	**2.7760**	**10.2689**	**24.1712**	**0.1086**	**11.5386**	**0.0894**	**11.6280**	**3.0865**	**0.0842**	**3.1707**		**11,615.6315**	**11,615.6315**	**0.2392**	**0.6942**	**11,828.4829**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2533	8.9323	3.0135	0.0333	1.1483	0.0513	1.1995	0.3308	0.0491	0.3799		3,585.9278	3,585.9278	0.0938	0.5248	3,744.6749
Worker	2.5227	1.3367	21.1578	0.0753	10.3903	0.0381	10.4284	2.7557	0.0351	2.7908		8,029.7037	8,029.7037	0.1453	0.1694	8,083.8080
Total	**2.7760**	**10.2689**	**24.1712**	**0.1086**	**11.5386**	**0.0894**	**11.6280**	**3.0865**	**0.0842**	**3.1707**		**11,615.6315**	**11,615.6315**	**0.2392**	**0.6942**	**11,828.4829**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2472	8.7591	2.9936	0.0327	1.1484	0.0500	1.1983	0.3309	0.0478	0.3786		3,514.6815	3,514.6815	0.0952	0.5141	3,670.2609
Worker	2.3891	1.2361	20.2362	0.0734	10.3903	0.0357	10.4261	2.7557	0.0329	2.7886		7,881.9757	7,881.9757	0.1344	0.1622	7,933.6844
Total	**2.6363**	**9.9951**	**23.2299**	**0.1060**	**11.5387**	**0.0857**	**11.6244**	**3.0866**	**0.0807**	**3.1673**		**11,396.6572**	**11,396.6572**	**0.2296**	**0.6763**	**11,603.9453**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2472	8.7591	2.9936	0.0327	1.1484	0.0500	1.1983	0.3309	0.0478	0.3786		3,514.6815	3,514.6815	0.0952	0.5141	3,670.2609
Worker	2.3891	1.2361	20.2362	0.0734	10.3903	0.0357	10.4261	2.7557	0.0329	2.7886		7,881.9757	7,881.9757	0.1344	0.1622	7,933.6844
Total	**2.6363**	**9.9951**	**23.2299**	**0.1060**	**11.5387**	**0.0857**	**11.6244**	**3.0866**	**0.0807**	**3.1673**		**11,396.6572**	**11,396.6572**	**0.2296**	**0.6763**	**11,603.9453**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2424	8.6249	2.9824	0.0320	1.1484	0.0489	1.1973	0.3309	0.0468	0.3777		3,451.5684	3,451.5684	0.0963	0.5047	3,604.3653
Worker	2.2606	1.1498	19.4512	0.0717	10.3903	0.0335	10.4238	2.7557	0.0308	2.7865		7,750.2702	7,750.2702	0.1247	0.1562	7,799.9270
Total	**2.5029**	**9.7746**	**22.4336**	**0.1037**	**11.5388**	**0.0824**	**11.6211**	**3.0866**	**0.0776**	**3.1642**		**11,201.8386**	**11,201.8386**	**0.2210**	**0.6608**	**11,404.2923**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2424	8.6249	2.9824	0.0320	1.1484	0.0489	1.1973	0.3309	0.0468	0.3777		3,451.5684	3,451.5684	0.0963	0.5047	3,604.3653
Worker	2.2606	1.1498	19.4512	0.0717	10.3903	0.0335	10.4238	2.7557	0.0308	2.7865		7,750.2702	7,750.2702	0.1247	0.1562	7,799.9270
Total	**2.5029**	**9.7746**	**22.4336**	**0.1037**	**11.5388**	**0.0824**	**11.6211**	**3.0866**	**0.0776**	**3.1642**		**11,201.8386**	**11,201.8386**	**0.2210**	**0.6608**	**11,404.2923**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2384	8.5053	2.9796	0.0315	1.1485	0.0480	1.1965	0.3309	0.0459	0.3768		3,394.0537	3,394.0537	0.0975	0.4961	3,544.3274
Worker	2.1300	1.0737	18.7534	0.0701	10.3903	0.0314	10.4217	2.7557	0.0289	2.7846		7,631.7831	7,631.7831	0.1159	0.1509	7,679.6601
Total	**2.3684**	**9.5790**	**21.7330**	**0.1016**	**11.5388**	**0.0794**	**11.6182**	**3.0866**	**0.0748**	**3.1614**		**11,025.8367**	**11,025.8367**	**0.2134**	**0.6470**	**11,223.9875**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2384	8.5053	2.9796	0.0315	1.1485	0.0480	1.1965	0.3309	0.0459	0.3768		3,394.0537	3,394.0537	0.0975	0.4961	3,544.3274
Worker	2.1300	1.0737	18.7534	0.0701	10.3903	0.0314	10.4217	2.7557	0.0289	2.7846		7,631.7831	7,631.7831	0.1159	0.1509	7,679.6601
Total	**2.3684**	**9.5790**	**21.7330**	**0.1016**	**11.5388**	**0.0794**	**11.6182**	**3.0866**	**0.0748**	**3.1614**		**11,025.8367**	**11,025.8367**	**0.2134**	**0.6470**	**11,223.9875**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2351	8.4009	2.9829	0.0310	1.1486	0.0472	1.1958	0.3309	0.0451	0.3761		3,342.2800	3,342.2800	0.0985	0.4885	3,490.3078
Worker	2.0073	1.0089	18.1449	0.0688	10.3903	0.0295	10.4198	2.7557	0.0271	2.7829		7,526.4821	7,526.4821	0.1081	0.1465	7,572.8519
Total	**2.2424**	**9.4099**	**21.1278**	**0.0998**	**11.5389**	**0.0767**	**11.6156**	**3.0867**	**0.0723**	**3.1589**		**10,868.7621**	**10,868.7621**	**0.2065**	**0.6350**	**11,063.1598**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2351	8.4009	2.9829	0.0310	1.1486	0.0472	1.1958	0.3309	0.0451	0.3761		3,342.2800	3,342.2800	0.0985	0.4885	3,490.3078
Worker	2.0073	1.0089	18.1449	0.0688	10.3903	0.0295	10.4198	2.7557	0.0271	2.7829		7,526.4821	7,526.4821	0.1081	0.1465	7,572.8519
Total	**2.2424**	**9.4099**	**21.1278**	**0.0998**	**11.5389**	**0.0767**	**11.6156**	**3.0867**	**0.0723**	**3.1589**		**10,868.7621**	**10,868.7621**	**0.2065**	**0.6350**	**11,063.1598**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2327	8.3128	2.9907	0.0306	1.1487	0.0465	1.1952	0.3310	0.0445	0.3754		3,295.9103	3,295.9103	0.0993	0.4818	3,441.9540
Worker	1.9025	0.9571	17.6276	0.0675	10.3903	0.0278	10.4181	2.7557	0.0255	2.7813		7,433.0764	7,433.0764	0.1013	0.1430	7,478.2106
Total	**2.1352**	**9.2700**	**20.6182**	**0.0981**	**11.5390**	**0.0743**	**11.6132**	**3.0867**	**0.0700**	**3.1567**		**10,728.9867**	**10,728.9867**	**0.2006**	**0.6247**	**10,920.1646**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2327	8.3128	2.9907	0.0306	1.1487	0.0465	1.1952	0.3310	0.0445	0.3754		3,295.9103	3,295.9103	0.0993	0.4818	3,441.9540
Worker	1.9025	0.9571	17.6276	0.0675	10.3903	0.0278	10.4181	2.7557	0.0255	2.7813		7,433.0764	7,433.0764	0.1013	0.1430	7,478.2106
Total	**2.1352**	**9.2700**	**20.6182**	**0.0981**	**11.5390**	**0.0743**	**11.6132**	**3.0867**	**0.0700**	**3.1567**		**10,728.9867**	**10,728.9867**	**0.2006**	**0.6247**	**10,920.1646**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2307	8.2327	3.0002	0.0301	1.1487	0.0459	1.1946	0.3310	0.0439	0.3749		3,253.3979	3,253.3979	0.1003	0.4756	3,397.6301
Worker	1.8097	0.9150	17.1737	0.0665	10.3903	0.0262	10.4165	2.7557	0.0241	2.7798		7,350.1554	7,350.1554	0.0952	0.1401	7,394.2703
Total	**2.0404**	**9.1477**	**20.1739**	**0.0966**	**11.5390**	**0.0720**	**11.6111**	**3.0867**	**0.0680**	**3.1547**		**10,603.5533**	**10,603.5533**	**0.1955**	**0.6156**	**10,791.9004**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2307	8.2327	3.0002	0.0301	1.1487	0.0459	1.1946	0.3310	0.0439	0.3749		3,253.3979	3,253.3979	0.1003	0.4756	3,397.6301
Worker	1.8097	0.9150	17.1737	0.0665	10.3903	0.0262	10.4165	2.7557	0.0241	2.7798		7,350.1554	7,350.1554	0.0952	0.1401	7,394.2703
Total	**2.0404**	**9.1477**	**20.1739**	**0.0966**	**11.5390**	**0.0720**	**11.6111**	**3.0867**	**0.0680**	**3.1547**		**10,603.5533**	**10,603.5533**	**0.1955**	**0.6156**	**10,791.9004**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2035

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2036

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2287	8.1575	3.0091	0.0298	1.1488	0.0453	1.1940	0.3310	0.0433	0.3743		3,215.2843	3,215.2843	0.1011	0.4701	3,357.8997
Worker	1.7249	0.8809	16.7797	0.0655	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		7,277.9314	7,277.9314	0.0898	0.1377	7,321.2040
Total	**1.9536**	**9.0383**	**19.7888**	**0.0953**	**11.5391**	**0.0700**	**11.6091**	**3.0867**	**0.0660**	**3.1527**		**10,493.2157**	**10,493.2157**	**0.1909**	**0.6078**	**10,679.1038**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.1970	6.8903	16.1185	0.0310		0.0737	0.0737		0.0737	0.0737		2,897.5471	2,897.5471	0.1041		2,900.1503
Total	**1.1970**	**6.8903**	**16.1185**	**0.0310**		**0.0737**	**0.0737**		**0.0737**	**0.0737**		**2,897.5471**	**2,897.5471**	**0.1041**		**2,900.1503**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2255	7.8052	3.0654	0.0283	1.1490	0.0437	1.1926	0.3311	0.0418	0.3728		3,062.5717	3,062.5717	0.1064	0.4470	3,198.4470
Worker	1.4039	0.7780	15.4324	0.0624	10.3903	0.0195	10.4098	2.7557	0.0179	2.7737		7,033.9690	7,033.9690	0.0710	0.1308	7,074.7130
Total	**1.6295**	**8.5832**	**18.4978**	**0.0907**	**11.5393**	**0.0632**	**11.6025**	**3.0868**	**0.0597**	**3.1465**		**10,096.5407**	**10,096.5407**	**0.1775**	**0.5778**	**10,273.1600**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.1970	6.8903	16.1185	0.0310		0.0737	0.0737		0.0737	0.0737	0.0000	2,897.5471	2,897.5471	0.1041		2,900.1503
Total	**1.1970**	**6.8903**	**16.1185**	**0.0310**		**0.0737**	**0.0737**		**0.0737**	**0.0737**	**0.0000**	**2,897.5471**	**2,897.5471**	**0.1041**		**2,900.1503**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2255	7.8052	3.0654	0.0283	1.1490	0.0437	1.1926	0.3311	0.0418	0.3728		3,062.5717	3,062.5717	0.1064	0.4470	3,198.4470
Worker	1.4039	0.7780	15.4324	0.0624	10.3903	0.0195	10.4098	2.7557	0.0179	2.7737		7,033.9690	7,033.9690	0.0710	0.1308	7,074.7130
Total	**1.6295**	**8.5832**	**18.4978**	**0.0907**	**11.5393**	**0.0632**	**11.6025**	**3.0868**	**0.0597**	**3.1465**		**10,096.5407**	**10,096.5407**	**0.1775**	**0.5778**	**10,273.1600**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164		2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**		**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0200	0.0111	0.2203	8.9000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		100.3897	100.3897	1.0100e-003	1.8700e-003	100.9712
Total	**0.0200**	**0.0111**	**0.2203**	**8.9000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**100.3897**	**100.3897**	**1.0100e-003**	**1.8700e-003**	**100.9712**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164	0.0000	2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**	**0.0000**	**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0200	0.0111	0.2203	8.9000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		100.3897	100.3897	1.0100e-003	1.8700e-003	100.9712
Total	**0.0200**	**0.0111**	**0.2203**	**8.9000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**100.3897**	**100.3897**	**1.0100e-003**	**1.8700e-003**	**100.9712**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164		2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**		**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0200	0.0111	0.2203	8.9000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		100.3897	100.3897	1.0100e-003	1.8700e-003	100.9712
Total	**0.0200**	**0.0111**	**0.2203**	**8.9000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**100.3897**	**100.3897**	**1.0100e-003**	**1.8700e-003**	**100.9712**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2041

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164	0.0000	2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**	**0.0000**	**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0200	0.0111	0.2203	8.9000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		100.3897	100.3897	1.0100e-003	1.8700e-003	100.9712
Total	**0.0200**	**0.0111**	**0.2203**	**8.9000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**100.3897**	**100.3897**	**1.0100e-003**	**1.8700e-003**	**100.9712**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	75.1742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003		281.4481	281.4481	9.9000e-003		281.6957
Total	**75.2891**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**		**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.2805	0.1555	3.0835	0.0125	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,405.4553	1,405.4553	0.0142	0.0261	1,413.5963
Total	**0.2805**	**0.1555**	**3.0835**	**0.0125**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,405.4553**	**1,405.4553**	**0.0142**	**0.0261**	**1,413.5963**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	75.1742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	281.4481	281.4481	9.9000e-003		281.6957
Total	**75.2891**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.2805	0.1555	3.0835	0.0125	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,405.4553	1,405.4553	0.0142	0.0261	1,413.5963
Total	**0.2805**	**0.1555**	**3.0835**	**0.0125**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,405.4553**	**1,405.4553**	**0.0142**	**0.0261**	**1,413.5963**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003		281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**		**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.2805	0.1555	3.0835	0.0125	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,405.4553	1,405.4553	0.0142	0.0261	1,413.5963
Total	**0.2805**	**0.1555**	**3.0835**	**0.0125**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,405.4553**	**1,405.4553**	**0.0142**	**0.0261**	**1,413.5963**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2041

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.2805	0.1555	3.0835	0.0125	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,405.4553	1,405.4553	0.0142	0.0261	1,413.5963
Total	**0.2805**	**0.1555**	**3.0835**	**0.0125**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,405.4553**	**1,405.4553**	**0.0142**	**0.0261**	**1,413.5963**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2042

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003		281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**		**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.2805	0.1555	3.0835	0.0125	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,405.4553	1,405.4553	0.0142	0.0261	1,413.5963
Total	**0.2805**	**0.1555**	**3.0835**	**0.0125**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,405.4553**	**1,405.4553**	**0.0142**	**0.0261**	**1,413.5963**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2042

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.2805	0.1555	3.0835	0.0125	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,405.4553	1,405.4553	0.0142	0.0261	1,413.5963
Total	**0.2805**	**0.1555**	**3.0835**	**0.0125**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,405.4553**	**1,405.4553**	**0.0142**	**0.0261**	**1,413.5963**

4.0 Operational Detail - Mobile

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	8.5040	8.9562	90.1899	0.2162	31.8757	0.1100	31.9857	8.4836	0.1031	8.5866		24,048.4979	24,048.4979	1.0724	0.8777	24,336.8545
Unmitigated	8.5040	8.9562	90.1899	0.2162	31.8757	0.1100	31.9857	8.4836	0.1031	8.5866		24,048.4979	24,048.4979	1.0724	0.8777	24,336.8545

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	200.64	223.44	173.28	915,611	915,611
Apartments Mid Rise	113.40	95.58	79.38	485,275	485,275
Apartments Mid Rise	505.40	425.98	353.78	2,162,770	2,162,770
Government (Civic Center)	25.99	0.00	0.00	49,223	49,223
Office Park	559.84	84.19	37.88	1,836,518	1,836,518
Strip Mall	1,339.20	1,257.36	610.08	5,585,619	5,585,619
Strip Mall	583.20	547.56	265.68	2,432,447	2,432,447
Total	3,327.67	2,634.11	1,520.08	13,467,463	13,467,463

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
Apartments Low Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Apartments Mid Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Apartments Mid Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Government (Civic Center)	12.87	10.73	12.48	75.00	20.00	5.00	50	34	16
Office Park	24.95	9.60	6.60	33.00	48.00	19.00	82	15	3
Strip Mall	46.79	18.00	18.00	16.60	64.40	19.00	45	40	15
Strip Mall	46.79	18.00	18.00	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Apartments Mid Rise	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Government (Civic Center)	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Office Park	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Strip Mall	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959
NaturalGas Unmitigated	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Low Rise	6163.99	0.0665	0.5681	0.2417	3.6300e-003		0.0459	0.0459		0.0459	0.0459		725.1752	725.1752	0.0139	0.0133	729.4846
Apartments Mid Rise	16579.7	0.1788	1.5279	0.6502	9.7500e-003		0.1235	0.1235		0.1235	0.1235		1,950.5473	1,950.5473	0.0374	0.0358	1,962.1384
Apartments Mid Rise	3720.09	0.0401	0.3428	0.1459	2.1900e-003		0.0277	0.0277		0.0277	0.0277		437.6574	437.6574	8.3900e-003	8.0200e-003	440.2582
Government (Civic Center)	281.392	3.0300e-003	0.0276	0.0232	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003		33.1049	33.1049	6.3000e-004	6.1000e-004	33.3016
Office Park	24114.1	0.2601	2.3641	1.9859	0.0142		0.1797	0.1797		0.1797	0.1797		2,836.9529	2,836.9529	0.0544	0.0520	2,853.8115
Strip Mall	1589.92	0.0172	0.1559	0.1309	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.0492	187.0492	3.5900e-003	3.4300e-003	188.1607
Strip Mall	692.384	7.4700e-003	0.0679	0.0570	4.1000e-004		5.1600e-003	5.1600e-003		5.1600e-003	5.1600e-003		81.4569	81.4569	1.5600e-003	1.4900e-003	81.9410
Total		**0.5731**	**5.0543**	**3.2348**	**0.0313**		**0.3960**	**0.3960**		**0.3960**	**0.3960**		**6,251.9438**	**6,251.9438**	**0.1198**	**0.1146**	**6,289.0959**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Low Rise	6.16399	0.0665	0.5681	0.2417	3.6300e-003		0.0459	0.0459		0.0459	0.0459		725.1752	725.1752	0.0139	0.0133	729.4846
Apartments Mid Rise	16.5797	0.1788	1.5279	0.6502	9.7500e-003		0.1235	0.1235		0.1235	0.1235		1,950.5473	1,950.5473	0.0374	0.0358	1,962.1384
Apartments Mid Rise	3.72009	0.0401	0.3428	0.1459	2.1900e-003		0.0277	0.0277		0.0277	0.0277		437.6574	437.6574	8.3900e-003	8.0200e-003	440.2582
Government (Civic Center)	0.281392	3.0300e-003	0.0276	0.0232	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003		33.1049	33.1049	6.3000e-004	6.1000e-004	33.3016
Office Park	24.1141	0.2601	2.3641	1.9859	0.0142		0.1797	0.1797		0.1797	0.1797		2,836.9529	2,836.9529	0.0544	0.0520	2,853.8115
Strip Mall	0.692384	7.4700e-003	0.0679	0.0570	4.1000e-004		5.1600e-003	5.1600e-003		5.1600e-003	5.1600e-003		81.4569	81.4569	1.5600e-003	1.4900e-003	81.9410
Strip Mall	1.58992	0.0172	0.1559	0.1309	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.0492	187.0492	3.5900e-003	3.4300e-003	188.1607
Total		**0.5731**	**5.0543**	**3.2348**	**0.0313**		**0.3960**	**0.3960**		**0.3960**	**0.3960**		**6,251.9438**	**6,251.9438**	**0.1198**	**0.1146**	**6,289.0959**

6.0 Area Detail

6.1 Mitigation Measures Area

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035
Unmitigated	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.7966					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	40.5588					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7391	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090		165.3616	165.3616	0.1577		169.3035
Total	**50.0945**	**1.0550**	**91.4179**	**4.8500e-003**		**0.5090**	**0.5090**		**0.5090**	**0.5090**	**0.0000**	**165.3616**	**165.3616**	**0.1577**	**0.0000**	**169.3035**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.7966					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	40.5588					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7391	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090		165.3616	165.3616	0.1577		169.3035
Total	**50.0945**	**1.0550**	**91.4179**	**4.8500e-003**		**0.5090**	**0.5090**		**0.5090**	**0.5090**	**0.0000**	**165.3616**	**165.3616**	**0.1577**	**0.0000**	**169.3035**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Pismo Beach GP/LCP PEIR - GHG

San Luis Obispo County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	6.34	1000sqft	0.15	6,340.00	-2
Office Park	420.93	1000sqft	9.66	420,930.00	0
Apartments Low Rise	228.00	Dwelling Unit	14.25	228,000.00	471
Apartments Mid Rise	162.00	Dwelling Unit	4.26	162,000.00	185
Apartments Mid Rise	722.00	Dwelling Unit	19.00	722,000.00	1221
Strip Mall	248.00	1000sqft	5.69	248,000.00	0
Strip Mall	108.00	1000sqft	2.48	108,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Data given by applicant

Construction Phase - Similar Buildout schedule as other City General Plan Update for 2040.

Grading -

Architectural Coating - SLOAPCD Rule 433

Vehicle Trips - Adjusted trip length and trip generation rates

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Coating - SLOAPCD Rule 433

Mobile Land Use Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaCoating	Area_EF_Nonresidential_Interior	250	150
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblConstructionPhase	NumDays	75.00	330.00
tblConstructionPhase	NumDays	1,110.00	4,650.00
tblConstructionPhase	NumDays	70.00	300.00
tblConstructionPhase	NumDays	110.00	465.00
tblConstructionPhase	NumDays	75.00	330.00
tblConstructionPhase	NumDays	40.00	180.00
tblLandUse	Population	0.00	-2.00
tblLandUse	Population	652.00	471.00
tblLandUse	Population	463.00	185.00
tblLandUse	Population	2,065.00	1,221.00
tblVehicleTrips	CC_TL	5.00	10.73
tblVehicleTrips	CC_TL	5.00	9.60
tblVehicleTrips	CC_TL	5.00	18.00
tblVehicleTrips	CNW_TL	5.00	12.48
tblVehicleTrips	CNW_TL	5.00	6.60
tblVehicleTrips	CNW_TL	5.00	18.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CW_TL	13.00	12.87
tblVehicleTrips	CW_TL	13.00	24.95
tblVehicleTrips	CW_TL	13.00	46.79
tblVehicleTrips	HO_TL	5.00	9.01
tblVehicleTrips	HO_TL	5.00	9.01
tblVehicleTrips	HS_TL	5.00	9.01
tblVehicleTrips	HS_TL	5.00	9.01
tblVehicleTrips	HW_TL	13.00	23.42
tblVehicleTrips	HW_TL	13.00	23.42
tblVehicleTrips	ST_TR	8.14	0.98
tblVehicleTrips	ST_TR	4.91	0.59
tblVehicleTrips	ST_TR	1.64	0.20
tblVehicleTrips	ST_TR	42.04	5.07
tblVehicleTrips	SU_TR	6.28	0.76
tblVehicleTrips	SU_TR	4.09	0.49
tblVehicleTrips	SU_TR	0.76	0.09
tblVehicleTrips	SU_TR	20.43	2.46
tblVehicleTrips	WD_TR	7.32	0.88
tblVehicleTrips	WD_TR	5.44	0.70
tblVehicleTrips	WD_TR	33.98	4.10
tblVehicleTrips	WD_TR	11.07	1.33
tblVehicleTrips	WD_TR	44.32	5.40

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.2245	31.4862	22.0345	0.0401	0.1483	1.5521	1.7004	0.0393	1.4418	1.4812	0.0000	3,877.0463	3,877.0463	1.0592	4.1800e-003	3,904.7702
2022	15.7163	128.4125	121.2459	0.2950	40.9224	5.4732	46.3956	16.9814	5.0687	22.0501	0.0000	29,334.3221	29,334.3221	5.1794	0.8830	29,726.9458
2023	11.2382	83.1899	96.1804	0.2514	21.0876	3.2313	24.3189	6.8318	2.9999	9.8318	0.0000	25,136.4728	25,136.4728	3.9423	0.8356	25,484.0504
2024	8.4894	58.1236	73.7217	0.2081	20.9394	2.0540	22.9934	6.7926	1.9045	8.6971	0.0000	20,997.8226	20,997.8226	2.8635	0.8050	21,309.3066
2025	4.9100	24.2955	43.7243	0.1412	11.5382	0.6285	12.1668	3.0864	0.5912	3.6777	0.0000	14,569.8177	14,569.8177	0.8937	0.7752	14,823.1664
2026	4.7439	23.8997	42.2898	0.1381	11.5384	0.6249	12.1632	3.0865	0.5878	3.6743	0.0000	14,316.8951	14,316.8951	0.8778	0.7521	14,562.9614
2027	4.5877	23.5436	41.0538	0.1352	11.5385	0.6210	12.1595	3.0865	0.5842	3.6707	0.0000	14,071.4585	14,071.4585	0.8639	0.7303	14,310.6731
2028	4.4337	23.2395	40.0171	0.1325	11.5386	0.6172	12.1558	3.0865	0.5806	3.6672	0.0000	13,845.7402	13,845.7402	0.8522	0.7106	14,078.7894
2029	4.2829	22.9499	39.1042	0.1300	11.5387	0.6135	12.1522	3.0866	0.5772	3.6637	0.0000	13,633.0541	13,633.0541	0.8419	0.6921	13,860.3306
2030	4.0800	18.1812	38.4056	0.1318	11.5388	0.2307	11.7695	3.0866	0.2259	3.3125	0.0000	13,784.8023	13,784.8023	0.3478	0.6760	13,994.9469
2031	3.9330	17.9742	37.7259	0.1297	11.5388	0.2277	11.7666	3.0866	0.2231	3.3098	0.0000	13,613.6729	13,613.6729	0.3395	0.6617	13,819.3582
2032	3.7948	17.7959	37.1379	0.1279	11.5389	0.2250	11.7639	3.0867	0.2206	3.3073	0.0000	13,460.8781	13,460.8781	0.3320	0.6493	13,662.6790
2033	3.6774	17.6488	36.6416	0.1263	11.5390	0.2226	11.7616	3.0867	0.2183	3.3050	0.0000	13,324.8719	13,324.8719	0.3256	0.6387	13,523.3458
2034	3.5738	17.5210	36.2081	0.1249	11.5390	0.2204	11.7594	3.0867	0.2163	3.3030	0.0000	13,202.7749	13,202.7749	0.3200	0.6294	13,398.3303
2035	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2036	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2037	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2038	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2039	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2040	76.6437	15.8948	34.5254	0.1191	11.5393	0.1371	11.6764	3.0868	0.1336	3.2204	0.0000	12,708.4908	12,708.4908	0.2877	0.5908	12,891.7328
2041	1.4695	4.5728	20.8693	0.0438	2.2244	0.1280	2.3524	0.5900	0.1277	0.7177	0.0000	4,380.9842	4,380.9842	0.1159	0.0304	4,392.9538
2042	0.4354	0.9036	4.8343	0.0149	2.0761	0.0113	2.0874	0.5506	0.0110	0.5616	0.0000	1,628.2662	1,628.2662	0.0255	0.0284	1,637.3709
Maximum	**76.6437**	**128.4125**	**121.2459**	**0.2950**	**40.9224**	**5.4732**	**46.3956**	**16.9814**	**5.0687**	**22.0501**	**0.0000**	**29,334.3221**	**29,334.3221**	**5.1794**	**0.8830**	**29,726.9458**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.2245	31.4862	22.0345	0.0401	0.1483	1.5521	1.7004	0.0393	1.4418	1.4812	0.0000	3,877.0463	3,877.0463	1.0592	4.1800e-003	3,904.7702
2022	15.7163	128.4125	121.2459	0.2950	40.9224	5.4732	46.3956	16.9814	5.0687	22.0501	0.0000	29,334.3221	29,334.3221	5.1794	0.8830	29,726.9458
2023	11.2382	83.1899	96.1804	0.2514	21.0876	3.2313	24.3189	6.8318	2.9999	9.8318	0.0000	25,136.4727	25,136.4727	3.9423	0.8356	25,484.0504
2024	8.4894	58.1236	73.7217	0.2081	20.9394	2.0540	22.9934	6.7926	1.9045	8.6971	0.0000	20,997.8226	20,997.8226	2.8635	0.8050	21,309.3066
2025	4.9100	24.2955	43.7243	0.1412	11.5382	0.6285	12.1668	3.0864	0.5912	3.6777	0.0000	14,569.8177	14,569.8177	0.8937	0.7752	14,823.1664
2026	4.7439	23.8997	42.2898	0.1381	11.5384	0.6249	12.1632	3.0865	0.5878	3.6743	0.0000	14,316.8951	14,316.8951	0.8778	0.7521	14,562.9614
2027	4.5877	23.5436	41.0538	0.1352	11.5385	0.6210	12.1595	3.0865	0.5842	3.6707	0.0000	14,071.4585	14,071.4585	0.8639	0.7303	14,310.6731
2028	4.4337	23.2395	40.0171	0.1325	11.5386	0.6172	12.1558	3.0865	0.5806	3.6672	0.0000	13,845.7402	13,845.7402	0.8522	0.7106	14,078.7894

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	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					
2029	4.2829	22.9499	39.1042	0.1300	11.5387	0.6135	12.1522	3.0866	0.5772	3.6637	0.0000	13,633.0541	13,633.0541	0.8419	0.6921	13,860.3306
2030	4.0800	18.1812	38.4056	0.1318	11.5388	0.2307	11.7695	3.0866	0.2259	3.3125	0.0000	13,784.8023	13,784.8023	0.3478	0.6760	13,994.9469
2031	3.9330	17.9742	37.7259	0.1297	11.5388	0.2277	11.7666	3.0866	0.2231	3.3098	0.0000	13,613.6729	13,613.6729	0.3395	0.6617	13,819.3582
2032	3.7948	17.7959	37.1379	0.1279	11.5389	0.2250	11.7639	3.0867	0.2206	3.3073	0.0000	13,460.8781	13,460.8781	0.3320	0.6493	13,662.6790
2033	3.6774	17.6488	36.6416	0.1263	11.5390	0.2226	11.7616	3.0867	0.2183	3.3050	0.0000	13,324.8719	13,324.8719	0.3256	0.6387	13,523.3458
2034	3.5738	17.5210	36.2081	0.1249	11.5390	0.2204	11.7594	3.0867	0.2163	3.3030	0.0000	13,202.7749	13,202.7749	0.3200	0.6294	13,398.3303
2035	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2036	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2037	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2038	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2039	3.3867	16.6338	35.7924	0.1236	11.5391	0.1606	11.6997	3.0867	0.1566	3.2433	0.0000	13,095.3338	13,095.3338	0.3066	0.6213	13,288.1499
2040	76.6437	15.8948	34.5254	0.1191	11.5393	0.1371	11.6764	3.0868	0.1336	3.2204	0.0000	12,708.4908	12,708.4908	0.2877	0.5908	12,891.7328
2041	1.4695	4.5728	20.8693	0.0438	2.2244	0.1280	2.3524	0.5900	0.1277	0.7177	0.0000	4,380.9842	4,380.9842	0.1159	0.0304	4,392.9538
2042	0.4354	0.9036	4.8343	0.0149	2.0761	0.0113	2.0874	0.5506	0.0110	0.5616	0.0000	1,628.2662	1,628.2662	0.0255	0.0284	1,637.3709
Maximum	**76.6437**	**128.4125**	**121.2459**	**0.2950**	**40.9224**	**5.4732**	**46.3956**	**16.9814**	**5.0687**	**22.0501**	**0.0000**	**29,334.3221**	**29,334.3221**	**5.1794**	**0.8830**	**29,726.9458**

	ROG	NOx	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**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035
Energy	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959
Mobile	8.3769	9.6920	94.1100	0.2091	31.8757	0.1101	31.9857	8.4836	0.1031	8.5867		23,247.0508	23,247.0508	1.1306	0.9238	23,550.5942
Total	**59.0445**	**15.8012**	**188.7626**	**0.2452**	**31.8757**	**1.0151**	**32.8907**	**8.4836**	**1.0081**	**9.4917**	**0.0000**	**29,664.3561**	**29,664.3561**	**1.4081**	**1.0384**	**30,008.9936**

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	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035
Energy	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959
Mobile	8.3769	9.6920	94.1100	0.2091	31.8757	0.1101	31.9857	8.4836	0.1031	8.5867		23,247.0508	23,247.0508	1.1306	0.9238	23,550.5942
Total	**59.0445**	**15.8012**	**188.7626**	**0.2452**	**31.8757**	**1.0151**	**32.8907**	**8.4836**	**1.0081**	**9.4917**	**0.0000**	**29,664.3561**	**29,664.3561**	**1.4081**	**1.0384**	**30,008.9936**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	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	11/17/2021	1/10/2023	5	300	
2	Site Preparation	Site Preparation	2/23/2022	11/1/2022	5	180	
3	Grading	Grading	4/20/2022	1/30/2024	5	465	
4	Building Construction	Building Construction	9/21/2022	7/17/2040	5	4650	
5	Paving	Paving	7/18/2040	10/22/2041	5	330	
6	Architectural Coating	Architectural Coating	10/23/2040	1/27/2042	5	330	

Acres of Grading (Site Preparation Phase): 270

Acres of Grading (Grading Phase): 1395

Acres of Paving: 0

Residential Indoor: 2,251,800; Residential Outdoor: 750,600; Non-Residential Indoor: 1,174,905; Non-Residential Outdoor: 391,635; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,051.00	247.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	210.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0594	0.0455	0.4695	1.2700e-003	0.1483	7.9000e-004	0.1491	0.0393	7.3000e-004	0.0401		129.1014	129.1014	4.2700e-003	4.1800e-003	130.4528
Total	**0.0594**	**0.0455**	**0.4695**	**1.2700e-003**	**0.1483**	**7.9000e-004**	**0.1491**	**0.0393**	**7.3000e-004**	**0.0401**		**129.1014**	**129.1014**	**4.2700e-003**	**4.1800e-003**	**130.4528**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0594	0.0455	0.4695	1.2700e-003	0.1483	7.9000e-004	0.1491	0.0393	7.3000e-004	0.0401		129.1014	129.1014	4.2700e-003	4.1800e-003	130.4528
Total	**0.0594**	**0.0455**	**0.4695**	**1.2700e-003**	**0.1483**	**7.9000e-004**	**0.1491**	**0.0393**	**7.3000e-004**	**0.0401**		**129.1014**	**129.1014**	**4.2700e-003**	**4.1800e-003**	**130.4528**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0557	0.0402	0.4320	1.2400e-003	0.1483	7.5000e-004	0.1490	0.0393	6.9000e-004	0.0400		125.8786	125.8786	3.8700e-003	3.8500e-003	127.1225
Total	**0.0557**	**0.0402**	**0.4320**	**1.2400e-003**	**0.1483**	**7.5000e-004**	**0.1490**	**0.0393**	**6.9000e-004**	**0.0400**		**125.8786**	**125.8786**	**3.8700e-003**	**3.8500e-003**	**127.1225**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0557	0.0402	0.4320	1.2400e-003	0.1483	7.5000e-004	0.1490	0.0393	6.9000e-004	0.0400		125.8786	125.8786	3.8700e-003	3.8500e-003	127.1225
Total	**0.0557**	**0.0402**	**0.4320**	**1.2400e-003**	**0.1483**	**7.5000e-004**	**0.1490**	**0.0393**	**6.9000e-004**	**0.0400**		**125.8786**	**125.8786**	**3.8700e-003**	**3.8500e-003**	**127.1225**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**		**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0523	0.0356	0.3993	1.2000e-003	0.1483	7.1000e-004	0.1490	0.0393	6.6000e-004	0.0400		122.8016	122.8016	3.5100e-003	3.5600e-003	123.9505
Total	**0.0523**	**0.0356**	**0.3993**	**1.2000e-003**	**0.1483**	**7.1000e-004**	**0.1490**	**0.0393**	**6.6000e-004**	**0.0400**		**122.8016**	**122.8016**	**3.5100e-003**	**3.5600e-003**	**123.9505**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	**2.2691**	**21.4844**	**19.6434**	**0.0388**		**0.9975**	**0.9975**		**0.9280**	**0.9280**	**0.0000**	**3,746.9840**	**3,746.9840**	**1.0494**		**3,773.2183**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0523	0.0356	0.3993	1.2000e-003	0.1483	7.1000e-004	0.1490	0.0393	6.6000e-004	0.0400		122.8016	122.8016	3.5100e-003	3.5600e-003	123.9505
Total	**0.0523**	**0.0356**	**0.3993**	**1.2000e-003**	**0.1483**	**7.1000e-004**	**0.1490**	**0.0393**	**6.6000e-004**	**0.0400**		**122.8016**	**122.8016**	**3.5100e-003**	**3.5600e-003**	**123.9505**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0668	0.0482	0.5184	1.4800e-003	0.1780	9.0000e-004	0.1789	0.0472	8.3000e-004	0.0480		151.0544	151.0544	4.6400e-003	4.6200e-003	152.5470
Total	**0.0668**	**0.0482**	**0.5184**	**1.4800e-003**	**0.1780**	**9.0000e-004**	**0.1789**	**0.0472**	**8.3000e-004**	**0.0480**		**151.0544**	**151.0544**	**4.6400e-003**	**4.6200e-003**	**152.5470**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0668	0.0482	0.5184	1.4800e-003	0.1780	9.0000e-004	0.1789	0.0472	8.3000e-004	0.0480		151.0544	151.0544	4.6400e-003	4.6200e-003	152.5470
Total	**0.0668**	**0.0482**	**0.5184**	**1.4800e-003**	**0.1780**	**9.0000e-004**	**0.1789**	**0.0472**	**8.3000e-004**	**0.0480**		**151.0544**	**151.0544**	**4.6400e-003**	**4.6200e-003**	**152.5470**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0743	0.0536	0.5760	1.6500e-003	0.1977	1.0000e-003	0.1987	0.0524	9.2000e-004	0.0534		167.8382	167.8382	5.1600e-003	5.1300e-003	169.4967
Total	**0.0743**	**0.0536**	**0.5760**	**1.6500e-003**	**0.1977**	**1.0000e-003**	**0.1987**	**0.0524**	**9.2000e-004**	**0.0534**		**167.8382**	**167.8382**	**5.1600e-003**	**5.1300e-003**	**169.4967**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0743	0.0536	0.5760	1.6500e-003	0.1977	1.0000e-003	0.1987	0.0524	9.2000e-004	0.0534		167.8382	167.8382	5.1600e-003	5.1300e-003	169.4967
Total	**0.0743**	**0.0536**	**0.5760**	**1.6500e-003**	**0.1977**	**1.0000e-003**	**0.1987**	**0.0524**	**9.2000e-004**	**0.0534**		**167.8382**	**167.8382**	**5.1600e-003**	**5.1300e-003**	**169.4967**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0698	0.0475	0.5323	1.6000e-003	0.1977	9.5000e-004	0.1987	0.0524	8.7000e-004	0.0533		163.7354	163.7354	4.6800e-003	4.7500e-003	165.2673
Total	**0.0698**	**0.0475**	**0.5323**	**1.6000e-003**	**0.1977**	**9.5000e-004**	**0.1987**	**0.0524**	**8.7000e-004**	**0.0533**		**163.7354**	**163.7354**	**4.6800e-003**	**4.7500e-003**	**165.2673**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**	**0.0000**	**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0698	0.0475	0.5323	1.6000e-003	0.1977	9.5000e-004	0.1987	0.0524	8.7000e-004	0.0533		163.7354	163.7354	4.6800e-003	4.7500e-003	165.2673
Total	**0.0698**	**0.0475**	**0.5323**	**1.6000e-003**	**0.1977**	**9.5000e-004**	**0.1987**	**0.0524**	**8.7000e-004**	**0.0533**		**163.7354**	**163.7354**	**4.6800e-003**	**4.7500e-003**	**165.2673**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**9.2036**	**1.3354**	**10.5390**	**3.6538**	**1.2286**	**4.8823**		**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0658	0.0423	0.4960	1.5500e-003	0.1977	9.0000e-004	0.1986	0.0524	8.3000e-004	0.0533		159.8641	159.8641	4.2500e-003	4.4100e-003	161.2856
Total	**0.0658**	**0.0423**	**0.4960**	**1.5500e-003**	**0.1977**	**9.0000e-004**	**0.1986**	**0.0524**	**8.3000e-004**	**0.0533**		**159.8641**	**159.8641**	**4.2500e-003**	**4.4100e-003**	**161.2856**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**9.2036**	**1.3354**	**10.5390**	**3.6538**	**1.2286**	**4.8823**	**0.0000**	**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0658	0.0423	0.4960	1.5500e-003	0.1977	9.0000e-004	0.1986	0.0524	8.3000e-004	0.0533		159.8641	159.8641	4.2500e-003	4.4100e-003	161.2856
Total	**0.0658**	**0.0423**	**0.4960**	**1.5500e-003**	**0.1977**	**9.0000e-004**	**0.1986**	**0.0524**	**8.3000e-004**	**0.0533**		**159.8641**	**159.8641**	**4.2500e-003**	**4.4100e-003**	**161.2856**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4764	12.1918	3.7525	0.0380	1.1475	0.1189	1.2664	0.3305	0.1137	0.4442		4,071.0674	4,071.0674	0.0940	0.5997	4,252.1219
Worker	3.9027	2.8166	30.2702	0.0867	10.3903	0.0526	10.4429	2.7557	0.0485	2.8042		8,819.8964	8,819.8964	0.2710	0.2697	8,907.0519
Total	**4.3791**	**15.0084**	**34.0227**	**0.1247**	**11.5378**	**0.1714**	**11.7093**	**3.0863**	**0.1622**	**3.2484**		**12,890.9638**	**12,890.9638**	**0.3650**	**0.8694**	**13,159.1739**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4764	12.1918	3.7525	0.0380	1.1475	0.1189	1.2664	0.3305	0.1137	0.4442		4,071.0674	4,071.0674	0.0940	0.5997	4,252.1219
Worker	3.9027	2.8166	30.2702	0.0867	10.3903	0.0526	10.4429	2.7557	0.0485	2.8042		8,819.8964	8,819.8964	0.2710	0.2697	8,907.0519
Total	**4.3791**	**15.0084**	**34.0227**	**0.1247**	**11.5378**	**0.1714**	**11.7093**	**3.0863**	**0.1622**	**3.2484**		**12,890.9638**	**12,890.9638**	**0.3650**	**0.8694**	**13,159.1739**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2868	10.2274	3.3360	0.0367	1.1476	0.0581	1.2057	0.3306	0.0555	0.3861		3,931.9686	3,931.9686	0.0870	0.5778	4,106.3292
Worker	3.6657	2.4945	27.9743	0.0841	10.3903	0.0498	10.4401	2.7557	0.0459	2.8016		8,604.2955	8,604.2955	0.2457	0.2495	8,684.7956
Total	**3.9525**	**12.7219**	**31.3103**	**0.1208**	**11.5380**	**0.1079**	**11.6458**	**3.0863**	**0.1015**	**3.1878**		**12,536.2641**	**12,536.2641**	**0.3326**	**0.8273**	**12,791.1248**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2868	10.2274	3.3360	0.0367	1.1476	0.0581	1.2057	0.3306	0.0555	0.3861		3,931.9686	3,931.9686	0.0870	0.5778	4,106.3292
Worker	3.6657	2.4945	27.9743	0.0841	10.3903	0.0498	10.4401	2.7557	0.0459	2.8016		8,604.2955	8,604.2955	0.2457	0.2495	8,684.7956
Total	**3.9525**	**12.7219**	**31.3103**	**0.1208**	**11.5380**	**0.1079**	**11.6458**	**3.0863**	**0.1015**	**3.1878**		**12,536.2641**	**12,536.2641**	**0.3326**	**0.8273**	**12,791.1248**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2762	10.0371	3.2727	0.0361	1.1478	0.0571	1.2049	0.3306	0.0546	0.3852		3,871.6542	3,871.6542	0.0879	0.5687	4,043.3122
Worker	3.4577	2.2235	26.0634	0.0814	10.3903	0.0474	10.4377	2.7557	0.0436	2.7994		8,400.8568	8,400.8568	0.2233	0.2320	8,475.5606
Total	**3.7339**	**12.2605**	**29.3361**	**0.1175**	**11.5381**	**0.1044**	**11.6425**	**3.0864**	**0.0982**	**3.1846**		**12,272.5110**	**12,272.5110**	**0.3112**	**0.8006**	**12,518.8728**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2762	10.0371	3.2727	0.0361	1.1478	0.0571	1.2049	0.3306	0.0546	0.3852		3,871.6542	3,871.6542	0.0879	0.5687	4,043.3122
Worker	3.4577	2.2235	26.0634	0.0814	10.3903	0.0474	10.4377	2.7557	0.0436	2.7994		8,400.8568	8,400.8568	0.2233	0.2320	8,475.5606
Total	**3.7339**	**12.2605**	**29.3361**	**0.1175**	**11.5381**	**0.1044**	**11.6425**	**3.0864**	**0.0982**	**3.1846**		**12,272.5110**	**12,272.5110**	**0.3112**	**0.8006**	**12,518.8728**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2668	9.8281	3.2231	0.0355	1.1479	0.0557	1.2036	0.3307	0.0533	0.3840		3,804.7868	3,804.7868	0.0893	0.5584	3,973.4218
Worker	3.2758	1.9977	24.4165	0.0788	10.3903	0.0452	10.4356	2.7557	0.0417	2.7974		8,208.5565	8,208.5565	0.2035	0.2168	8,278.2466
Total	**3.5426**	**11.8258**	**27.6397**	**0.1142**	**11.5382**	**0.1010**	**11.6392**	**3.0864**	**0.0950**	**3.1814**		**12,013.3433**	**12,013.3433**	**0.2928**	**0.7752**	**12,251.6684**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2668	9.8281	3.2231	0.0355	1.1479	0.0557	1.2036	0.3307	0.0533	0.3840		3,804.7868	3,804.7868	0.0893	0.5584	3,973.4218
Worker	3.2758	1.9977	24.4165	0.0788	10.3903	0.0452	10.4356	2.7557	0.0417	2.7974		8,208.5565	8,208.5565	0.2035	0.2168	8,278.2466
Total	**3.5426**	**11.8258**	**27.6397**	**0.1142**	**11.5382**	**0.1010**	**11.6392**	**3.0864**	**0.0950**	**3.1814**		**12,013.3433**	**12,013.3433**	**0.2928**	**0.7752**	**12,251.6684**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2582	9.6193	3.1852	0.0348	1.1480	0.0542	1.2023	0.3307	0.0519	0.3826		3,736.7504	3,736.7504	0.0906	0.5480	3,902.3157
Worker	3.1182	1.8107	23.0199	0.0764	10.3903	0.0431	10.4334	2.7557	0.0397	2.7954		8,023.6704	8,023.6704	0.1863	0.2041	8,089.1476
Total	**3.3765**	**11.4300**	**26.2051**	**0.1112**	**11.5384**	**0.0973**	**11.6357**	**3.0865**	**0.0916**	**3.1780**		**11,760.4208**	**11,760.4208**	**0.2769**	**0.7521**	**11,991.4634**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2582	9.6193	3.1852	0.0348	1.1480	0.0542	1.2023	0.3307	0.0519	0.3826		3,736.7504	3,736.7504	0.0906	0.5480	3,902.3157
Worker	3.1182	1.8107	23.0199	0.0764	10.3903	0.0431	10.4334	2.7557	0.0397	2.7954		8,023.6704	8,023.6704	0.1863	0.2041	8,089.1476
Total	**3.3765**	**11.4300**	**26.2051**	**0.1112**	**11.5384**	**0.0973**	**11.6357**	**3.0865**	**0.0916**	**3.1780**		**11,760.4208**	**11,760.4208**	**0.2769**	**0.7521**	**11,991.4634**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2507	9.4219	3.1545	0.0341	1.1481	0.0528	1.2010	0.3308	0.0505	0.3813		3,663.3175	3,663.3175	0.0917	0.5369	3,825.6167
Worker	2.9696	1.6520	21.8146	0.0742	10.3903	0.0406	10.4309	2.7557	0.0374	2.7931		7,851.6666	7,851.6666	0.1712	0.1933	7,913.5583
Total	**3.2203**	**11.0739**	**24.9691**	**0.1083**	**11.5385**	**0.0934**	**11.6319**	**3.0865**	**0.0879**	**3.1744**		**11,514.9841**	**11,514.9841**	**0.2630**	**0.7303**	**11,739.1750**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2507	9.4219	3.1545	0.0341	1.1481	0.0528	1.2010	0.3308	0.0505	0.3813		3,663.3175	3,663.3175	0.0917	0.5369	3,825.6167
Worker	2.9696	1.6520	21.8146	0.0742	10.3903	0.0406	10.4309	2.7557	0.0374	2.7931		7,851.6666	7,851.6666	0.1712	0.1933	7,913.5583
Total	**3.2203**	**11.0739**	**24.9691**	**0.1083**	**11.5385**	**0.0934**	**11.6319**	**3.0865**	**0.0879**	**3.1744**		**11,514.9841**	**11,514.9841**	**0.2630**	**0.7303**	**11,739.1750**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2439	9.2515	3.1316	0.0334	1.1483	0.0515	1.1998	0.3308	0.0493	0.3801		3,593.1992	3,593.1992	0.0931	0.5263	3,752.3729
Worker	2.8224	1.5183	20.8009	0.0722	10.3903	0.0381	10.4284	2.7557	0.0351	2.7908		7,696.0667	7,696.0667	0.1581	0.1842	7,754.9185
Total	**3.0663**	**10.7698**	**23.9325**	**0.1056**	**11.5386**	**0.0896**	**11.6282**	**3.0865**	**0.0844**	**3.1709**		**11,289.2659**	**11,289.2659**	**0.2513**	**0.7106**	**11,507.2914**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2439	9.2515	3.1316	0.0334	1.1483	0.0515	1.1998	0.3308	0.0493	0.3801		3,593.1992	3,593.1992	0.0931	0.5263	3,752.3729
Worker	2.8224	1.5183	20.8009	0.0722	10.3903	0.0381	10.4284	2.7557	0.0351	2.7908		7,696.0667	7,696.0667	0.1581	0.1842	7,754.9185
Total	**3.0663**	**10.7698**	**23.9325**	**0.1056**	**11.5386**	**0.0896**	**11.6282**	**3.0865**	**0.0844**	**3.1709**		**11,289.2659**	**11,289.2659**	**0.2513**	**0.7106**	**11,507.2914**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2373	9.0761	3.1106	0.0327	1.1484	0.0502	1.1985	0.3309	0.0480	0.3789		3,522.0165	3,522.0165	0.0945	0.5156	3,678.0209
Worker	2.6782	1.4041	19.9090	0.0703	10.3903	0.0357	10.4261	2.7557	0.0329	2.7886		7,554.5632	7,554.5632	0.1464	0.1765	7,610.8116
Total	**2.9155**	**10.4802**	**23.0196**	**0.1031**	**11.5387**	**0.0859**	**11.6246**	**3.0866**	**0.0809**	**3.1675**		**11,076.5797**	**11,076.5797**	**0.2409**	**0.6921**	**11,288.8325**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2373	9.0761	3.1106	0.0327	1.1484	0.0502	1.1985	0.3309	0.0480	0.3789		3,522.0165	3,522.0165	0.0945	0.5156	3,678.0209
Worker	2.6782	1.4041	19.9090	0.0703	10.3903	0.0357	10.4261	2.7557	0.0329	2.7886		7,554.5632	7,554.5632	0.1464	0.1765	7,610.8116
Total	**2.9155**	**10.4802**	**23.0196**	**0.1031**	**11.5387**	**0.0859**	**11.6246**	**3.0866**	**0.0809**	**3.1675**		**11,076.5797**	**11,076.5797**	**0.2409**	**0.6921**	**11,288.8325**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2320	8.9404	3.0985	0.0321	1.1484	0.0491	1.1976	0.3309	0.0470	0.3779		3,458.9429	3,458.9429	0.0956	0.5061	3,612.1630
Worker	2.5389	1.3061	19.1501	0.0687	10.3903	0.0335	10.4238	2.7557	0.0308	2.7865		7,428.3127	7,428.3127	0.1360	0.1699	7,482.3310
Total	**2.7709**	**10.2466**	**22.2486**	**0.1008**	**11.5388**	**0.0826**	**11.6214**	**3.0866**	**0.0778**	**3.1644**		**10,887.2556**	**10,887.2556**	**0.2316**	**0.6760**	**11,094.4940**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2320	8.9404	3.0985	0.0321	1.1484	0.0491	1.1976	0.3309	0.0470	0.3779		3,458.9429	3,458.9429	0.0956	0.5061	3,612.1630
Worker	2.5389	1.3061	19.1501	0.0687	10.3903	0.0335	10.4238	2.7557	0.0308	2.7865		7,428.3127	7,428.3127	0.1360	0.1699	7,482.3310
Total	**2.7709**	**10.2466**	**22.2486**	**0.1008**	**11.5388**	**0.0826**	**11.6214**	**3.0866**	**0.0778**	**3.1644**		**10,887.2556**	**10,887.2556**	**0.2316**	**0.6760**	**11,094.4940**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2276	8.8199	3.0951	0.0316	1.1485	0.0482	1.1967	0.3309	0.0461	0.3770		3,401.4777	3,401.4777	0.0967	0.4976	3,552.1741
Worker	2.3963	1.2196	18.4738	0.0672	10.3903	0.0314	10.4217	2.7557	0.0289	2.7846		7,314.6484	7,314.6484	0.1266	0.1642	7,366.7312
Total	**2.6239**	**10.0396**	**21.5689**	**0.0988**	**11.5388**	**0.0796**	**11.6184**	**3.0866**	**0.0750**	**3.1616**		**10,716.1261**	**10,716.1261**	**0.2233**	**0.6617**	**10,918.9053**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2276	8.8199	3.0951	0.0316	1.1485	0.0482	1.1967	0.3309	0.0461	0.3770		3,401.4777	3,401.4777	0.0967	0.4976	3,552.1741
Worker	2.3963	1.2196	18.4738	0.0672	10.3903	0.0314	10.4217	2.7557	0.0289	2.7846		7,314.6484	7,314.6484	0.1266	0.1642	7,366.7312
Total	**2.6239**	**10.0396**	**21.5689**	**0.0988**	**11.5388**	**0.0796**	**11.6184**	**3.0866**	**0.0750**	**3.1616**		**10,716.1261**	**10,716.1261**	**0.2233**	**0.6617**	**10,918.9053**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2239	8.7152	3.0982	0.0311	1.1486	0.0474	1.1960	0.3309	0.0453	0.3763		3,349.7593	3,349.7593	0.0977	0.4900	3,498.2103
Worker	2.2617	1.1461	17.8827	0.0659	10.3903	0.0295	10.4198	2.7557	0.0271	2.7829		7,213.5721	7,213.5721	0.1181	0.1594	7,264.0159
Total	**2.4857**	**9.8612**	**20.9809**	**0.0970**	**11.5389**	**0.0769**	**11.6158**	**3.0867**	**0.0725**	**3.1591**		**10,563.3314**	**10,563.3314**	**0.2158**	**0.6493**	**10,762.2261**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2239	8.7152	3.0982	0.0311	1.1486	0.0474	1.1960	0.3309	0.0453	0.3763		3,349.7593	3,349.7593	0.0977	0.4900	3,498.2103
Worker	2.2617	1.1461	17.8827	0.0659	10.3903	0.0295	10.4198	2.7557	0.0271	2.7829		7,213.5721	7,213.5721	0.1181	0.1594	7,264.0159
Total	**2.4857**	**9.8612**	**20.9809**	**0.0970**	**11.5389**	**0.0769**	**11.6158**	**3.0867**	**0.0725**	**3.1591**		**10,563.3314**	**10,563.3314**	**0.2158**	**0.6493**	**10,762.2261**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2033

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2211	8.6270	3.1059	0.0306	1.1487	0.0467	1.1954	0.3310	0.0447	0.3756		3,303.4386	3,303.4386	0.0986	0.4832	3,449.9061
Worker	2.1472	1.0872	17.3787	0.0647	10.3903	0.0278	10.4181	2.7557	0.0255	2.7813		7,123.8865	7,123.8865	0.1108	0.1555	7,172.9868
Total	**2.3683**	**9.7142**	**20.4846**	**0.0954**	**11.5390**	**0.0745**	**11.6134**	**3.0867**	**0.0702**	**3.1569**		**10,427.3251**	**10,427.3251**	**0.2093**	**0.6387**	**10,622.8929**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2211	8.6270	3.1059	0.0306	1.1487	0.0467	1.1954	0.3310	0.0447	0.3756		3,303.4386	3,303.4386	0.0986	0.4832	3,449.9061
Worker	2.1472	1.0872	17.3787	0.0647	10.3903	0.0278	10.4181	2.7557	0.0255	2.7813		7,123.8865	7,123.8865	0.1108	0.1555	7,172.9868
Total	**2.3683**	**9.7142**	**20.4846**	**0.0954**	**11.5390**	**0.0745**	**11.6134**	**3.0867**	**0.0702**	**3.1569**		**10,427.3251**	**10,427.3251**	**0.2093**	**0.6387**	**10,622.8929**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2034

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**		**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2187	8.5470	3.1156	0.0302	1.1487	0.0461	1.1948	0.3310	0.0441	0.3750		3,260.9784	3,260.9784	0.0995	0.4771	3,405.6354
Worker	2.0460	1.0394	16.9356	0.0637	10.3903	0.0262	10.4165	2.7557	0.0241	2.7798		7,044.2497	7,044.2497	0.1042	0.1523	7,092.2421
Total	**2.2647**	**9.5864**	**20.0512**	**0.0939**	**11.5390**	**0.0722**	**11.6113**	**3.0867**	**0.0681**	**3.1548**		**10,305.2281**	**10,305.2281**	**0.2038**	**0.6294**	**10,497.8774**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	**1.3091**	**7.9346**	**16.1570**	**0.0310**		**0.1481**	**0.1481**		**0.1481**	**0.1481**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1162**		**2,900.4529**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2187	8.5470	3.1156	0.0302	1.1487	0.0461	1.1948	0.3310	0.0441	0.3750		3,260.9784	3,260.9784	0.0995	0.4771	3,405.6354
Worker	2.0460	1.0394	16.9356	0.0637	10.3903	0.0262	10.4165	2.7557	0.0241	2.7798		7,044.2497	7,044.2497	0.1042	0.1523	7,092.2421
Total	**2.2647**	**9.5864**	**20.0512**	**0.0939**	**11.5390**	**0.0722**	**11.6113**	**3.0867**	**0.0681**	**3.1548**		**10,305.2281**	**10,305.2281**	**0.2038**	**0.6294**	**10,497.8774**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2035

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2035

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2036

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2036

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2037

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2038

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2038

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904		2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**		**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2168	7.1613	16.1178	0.0310		0.0904	0.0904		0.0904	0.0904	0.0000	2,897.5468	2,897.5468	0.1079		2,900.2448
Total	**1.2168**	**7.1613**	**16.1178**	**0.0310**		**0.0904**	**0.0904**		**0.0904**	**0.0904**	**0.0000**	**2,897.5468**	**2,897.5468**	**0.1079**		**2,900.2448**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2164	8.4719	3.1246	0.0299	1.1488	0.0454	1.1942	0.3310	0.0435	0.3745		3,222.9117	3,222.9117	0.1003	0.4716	3,365.9529
Worker	1.9535	1.0006	16.5501	0.0628	10.3903	0.0247	10.4150	2.7557	0.0227	2.7784		6,974.8753	6,974.8753	0.0984	0.1497	7,021.9523
Total	**2.1699**	**9.4725**	**19.6747**	**0.0926**	**11.5391**	**0.0701**	**11.6092**	**3.0867**	**0.0662**	**3.1529**		**10,197.7870**	**10,197.7870**	**0.1987**	**0.6213**	**10,387.9052**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.1970	6.8903	16.1185	0.0310		0.0737	0.0737		0.0737	0.0737		2,897.5471	2,897.5471	0.1041		2,900.1503
Total	**1.1970**	**6.8903**	**16.1185**	**0.0310**		**0.0737**	**0.0737**		**0.0737**	**0.0737**		**2,897.5471**	**2,897.5471**	**0.1041**		**2,900.1503**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2119	8.1206	3.1824	0.0284	1.1490	0.0439	1.1928	0.3311	0.0419	0.3730		3,070.4398	3,070.4398	0.1056	0.4486	3,206.7505
Worker	1.6039	0.8839	15.2245	0.0598	10.3903	0.0195	10.4098	2.7557	0.0179	2.7737		6,740.5039	6,740.5039	0.0780	0.1422	6,784.8319
Total	**1.8158**	**9.0045**	**18.4069**	**0.0881**	**11.5393**	**0.0633**	**11.6026**	**3.0868**	**0.0599**	**3.1467**		**9,810.9437**	**9,810.9437**	**0.1836**	**0.5908**	**9,991.5824**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.1970	6.8903	16.1185	0.0310		0.0737	0.0737		0.0737	0.0737	0.0000	2,897.5471	2,897.5471	0.1041		2,900.1503
Total	**1.1970**	**6.8903**	**16.1185**	**0.0310**		**0.0737**	**0.0737**		**0.0737**	**0.0737**	**0.0000**	**2,897.5471**	**2,897.5471**	**0.1041**		**2,900.1503**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2119	8.1206	3.1824	0.0284	1.1490	0.0439	1.1928	0.3311	0.0419	0.3730		3,070.4398	3,070.4398	0.1056	0.4486	3,206.7505
Worker	1.6039	0.8839	15.2245	0.0598	10.3903	0.0195	10.4098	2.7557	0.0179	2.7737		6,740.5039	6,740.5039	0.0780	0.1422	6,784.8319
Total	**1.8158**	**9.0045**	**18.4069**	**0.0881**	**11.5393**	**0.0633**	**11.6026**	**3.0868**	**0.0599**	**3.1467**		**9,810.9437**	**9,810.9437**	**0.1836**	**0.5908**	**9,991.5824**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164		2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**		**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0229	0.0126	0.2173	8.5000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		96.2013	96.2013	1.1100e-003	2.0300e-003	96.8340
Total	**0.0229**	**0.0126**	**0.2173**	**8.5000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**96.2013**	**96.2013**	**1.1100e-003**	**2.0300e-003**	**96.8340**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164	0.0000	2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**	**0.0000**	**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0229	0.0126	0.2173	8.5000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		96.2013	96.2013	1.1100e-003	2.0300e-003	96.8340
Total	**0.0229**	**0.0126**	**0.2173**	**8.5000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**96.2013**	**96.2013**	**1.1100e-003**	**2.0300e-003**	**96.8340**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164		2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**		**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0229	0.0126	0.2173	8.5000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		96.2013	96.2013	1.1100e-003	2.0300e-003	96.8340
Total	**0.0229**	**0.0126**	**0.2173**	**8.5000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**96.2013**	**96.2013**	**1.1100e-003**	**2.0300e-003**	**96.8340**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2041

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0112	3.6566	15.8177	0.0281		0.1164	0.1164		0.1164	0.1164	0.0000	2,656.5168	2,656.5168	0.0893		2,658.7489
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0112**	**3.6566**	**15.8177**	**0.0281**		**0.1164**	**0.1164**		**0.1164**	**0.1164**	**0.0000**	**2,656.5168**	**2,656.5168**	**0.0893**		**2,658.7489**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.0229	0.0126	0.2173	8.5000e-004	0.1483	2.8000e-004	0.1486	0.0393	2.6000e-004	0.0396		96.2013	96.2013	1.1100e-003	2.0300e-003	96.8340
Total	**0.0229**	**0.0126**	**0.2173**	**8.5000e-004**	**0.1483**	**2.8000e-004**	**0.1486**	**0.0393**	**2.6000e-004**	**0.0396**		**96.2013**	**96.2013**	**1.1100e-003**	**2.0300e-003**	**96.8340**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2040

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	75.1742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003		281.4481	281.4481	9.9000e-003		281.6957
Total	**75.2891**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**		**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.3205	0.1766	3.0420	0.0119	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,346.8181	1,346.8181	0.0156	0.0284	1,355.6753
Total	**0.3205**	**0.1766**	**3.0420**	**0.0119**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,346.8181**	**1,346.8181**	**0.0156**	**0.0284**	**1,355.6753**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	75.1742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	281.4481	281.4481	9.9000e-003		281.6957
Total	**75.2891**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.3205	0.1766	3.0420	0.0119	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,346.8181	1,346.8181	0.0156	0.0284	1,355.6753
Total	**0.3205**	**0.1766**	**3.0420**	**0.0119**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,346.8181**	**1,346.8181**	**0.0156**	**0.0284**	**1,355.6753**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2041

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003		281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**		**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.3205	0.1766	3.0420	0.0119	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,346.8181	1,346.8181	0.0156	0.0284	1,355.6753
Total	**0.3205**	**0.1766**	**3.0420**	**0.0119**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,346.8181**	**1,346.8181**	**0.0156**	**0.0284**	**1,355.6753**

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2041

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.3205	0.1766	3.0420	0.0119	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,346.8181	1,346.8181	0.0156	0.0284	1,355.6753
Total	**0.3205**	**0.1766**	**3.0420**	**0.0119**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,346.8181**	**1,346.8181**	**0.0156**	**0.0284**	**1,355.6753**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2042

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003		281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**		**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.3205	0.1766	3.0420	0.0119	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,346.8181	1,346.8181	0.0156	0.0284	1,355.6753
Total	**0.3205**	**0.1766**	**3.0420**	**0.0119**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,346.8181**	**1,346.8181**	**0.0156**	**0.0284**	**1,355.6753**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2042

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1149	0.7270	1.7923	2.9700e-003		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	281.4481	281.4481	9.9000e-003		281.6957
Total	**0.1149**	**0.7270**	**1.7923**	**2.9700e-003**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**281.4481**	**281.4481**	**9.9000e-003**		**281.6957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	0.3205	0.1766	3.0420	0.0119	2.0761	3.8900e-003	2.0800	0.5506	3.5800e-003	0.5542		1,346.8181	1,346.8181	0.0156	0.0284	1,355.6753
Total	**0.3205**	**0.1766**	**3.0420**	**0.0119**	**2.0761**	**3.8900e-003**	**2.0800**	**0.5506**	**3.5800e-003**	**0.5542**		**1,346.8181**	**1,346.8181**	**0.0156**	**0.0284**	**1,355.6753**

4.0 Operational Detail - Mobile

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	8.3769	9.6920	94.1100	0.2091	31.8757	0.1101	31.9857	8.4836	0.1031	8.5867		23,247.0508	23,247.0508	1.1306	0.9238	23,550.5942
Unmitigated	8.3769	9.6920	94.1100	0.2091	31.8757	0.1101	31.9857	8.4836	0.1031	8.5867		23,247.0508	23,247.0508	1.1306	0.9238	23,550.5942

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	200.64	223.44	173.28	915,611	915,611
Apartments Mid Rise	113.40	95.58	79.38	485,275	485,275
Apartments Mid Rise	505.40	425.98	353.78	2,162,770	2,162,770
Government (Civic Center)	25.99	0.00	0.00	49,223	49,223
Office Park	559.84	84.19	37.88	1,836,518	1,836,518
Strip Mall	1,339.20	1,257.36	610.08	5,585,619	5,585,619
Strip Mall	583.20	547.56	265.68	2,432,447	2,432,447
Total	3,327.67	2,634.11	1,520.08	13,467,463	13,467,463

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
Apartments Low Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Apartments Mid Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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
Apartments Mid Rise	23.42	9.01	9.01	35.80	21.00	43.20	86	11	3
Government (Civic Center)	12.87	10.73	12.48	75.00	20.00	5.00	50	34	16
Office Park	24.95	9.60	6.60	33.00	48.00	19.00	82	15	3
Strip Mall	46.79	18.00	18.00	16.60	64.40	19.00	45	40	15
Strip Mall	46.79	18.00	18.00	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Apartments Mid Rise	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Government (Civic Center)	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Office Park	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008
Strip Mall	0.537981	0.060917	0.197944	0.129503	0.022130	0.006150	0.007595	0.005434	0.000841	0.000325	0.027432	0.000740	0.003008

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959
NaturalGas Unmitigated	0.5731	5.0543	3.2348	0.0313		0.3960	0.3960		0.3960	0.3960		6,251.9438	6,251.9438	0.1198	0.1146	6,289.0959

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Low Rise	6163.99	0.0665	0.5681	0.2417	3.6300e-003		0.0459	0.0459		0.0459	0.0459		725.1752	725.1752	0.0139	0.0133	729.4846
Apartments Mid Rise	16579.7	0.1788	1.5279	0.6502	9.7500e-003		0.1235	0.1235		0.1235	0.1235		1,950.5473	1,950.5473	0.0374	0.0358	1,962.1384
Apartments Mid Rise	3720.09	0.0401	0.3428	0.1459	2.1900e-003		0.0277	0.0277		0.0277	0.0277		437.6574	437.6574	8.3900e-003	8.0200e-003	440.2582
Government (Civic Center)	281.392	3.0300e-003	0.0276	0.0232	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003		33.1049	33.1049	6.3000e-004	6.1000e-004	33.3016
Office Park	24114.1	0.2601	2.3641	1.9859	0.0142		0.1797	0.1797		0.1797	0.1797		2,836.9529	2,836.9529	0.0544	0.0520	2,853.8115
Strip Mall	1589.92	0.0172	0.1559	0.1309	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.0492	187.0492	3.5900e-003	3.4300e-003	188.1607
Strip Mall	692.384	7.4700e-003	0.0679	0.0570	4.1000e-004		5.1600e-003	5.1600e-003		5.1600e-003	5.1600e-003		81.4569	81.4569	1.5600e-003	1.4900e-003	81.9410
Total		**0.5731**	**5.0543**	**3.2348**	**0.0313**		**0.3960**	**0.3960**		**0.3960**	**0.3960**		**6,251.9438**	**6,251.9438**	**0.1198**	**0.1146**	**6,289.0959**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Low Rise	6.16399	0.0665	0.5681	0.2417	3.6300e-003		0.0459	0.0459		0.0459	0.0459		725.1752	725.1752	0.0139	0.0133	729.4846
Apartments Mid Rise	16.5797	0.1788	1.5279	0.6502	9.7500e-003		0.1235	0.1235		0.1235	0.1235		1,950.5473	1,950.5473	0.0374	0.0358	1,962.1384
Apartments Mid Rise	3.72009	0.0401	0.3428	0.1459	2.1900e-003		0.0277	0.0277		0.0277	0.0277		437.6574	437.6574	8.3900e-003	8.0200e-003	440.2582
Government (Civic Center)	0.281392	3.0300e-003	0.0276	0.0232	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003		33.1049	33.1049	6.3000e-004	6.1000e-004	33.3016
Office Park	24.1141	0.2601	2.3641	1.9859	0.0142		0.1797	0.1797		0.1797	0.1797		2,836.9529	2,836.9529	0.0544	0.0520	2,853.8115
Strip Mall	0.692384	7.4700e-003	0.0679	0.0570	4.1000e-004		5.1600e-003	5.1600e-003		5.1600e-003	5.1600e-003		81.4569	81.4569	1.5600e-003	1.4900e-003	81.9410
Strip Mall	1.58992	0.0172	0.1559	0.1309	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.0492	187.0492	3.5900e-003	3.4300e-003	188.1607
Total		**0.5731**	**5.0543**	**3.2348**	**0.0313**		**0.3960**	**0.3960**		**0.3960**	**0.3960**		**6,251.9438**	**6,251.9438**	**0.1198**	**0.1146**	**6,289.0959**

6.0 Area Detail

6.1 Mitigation Measures Area

Pismo Beach GP/LCP PEIR - GHG - San Luis Obispo County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035
Unmitigated	50.0945	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090	0.0000	165.3616	165.3616	0.1577	0.0000	169.3035

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.7966					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	40.5588					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7391	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090		165.3616	165.3616	0.1577		169.3035
Total	**50.0945**	**1.0550**	**91.4179**	**4.8500e-003**		**0.5090**	**0.5090**		**0.5090**	**0.5090**	**0.0000**	**165.3616**	**165.3616**	**0.1577**	**0.0000**	**169.3035**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.7966					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	40.5588					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7391	1.0550	91.4179	4.8500e-003		0.5090	0.5090		0.5090	0.5090		165.3616	165.3616	0.1577		169.3035
Total	**50.0945**	**1.0550**	**91.4179**	**4.8500e-003**		**0.5090**	**0.5090**		**0.5090**	**0.5090**	**0.0000**	**165.3616**	**165.3616**	**0.1577**	**0.0000**	**169.3035**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix G

Vehicle Miles Traveled (VMT) Memorandum

Memorandum

December 13, 2021

To:	Chris Bersbach, Rincon	Project:	Pismo Beach GPU
From:	Jake Hudson, GHD Kenneth Isenhower Rosanna Southern	Ref/Job No.:	11225678
CC:		File No.:	11225678MEM001.DOCX

Subject: Draft: Pismo Land Use Element Update: Transportation Impact Analysis

1. Introduction

Rincon has retained GHD to assess CEQA Impacts under Senate Bill 743 for the proposed Land Use Element update of the City of Pismo Beach's General Plan. This analysis included assessing the update's consistency with Circulation Element Plan & Policy, Vehicle Miles of Travel, Transportation Safety, Emergency Access, & Induced Travel.

Dudek has prepared the proposed land use assumptions based on the methodology provided in attachment A. These assumptions were developed using a combination of parcel information provided by CoreLogic, an inventory of vacant or underutilized parcels, and potential growth & redevelopment growth based dwelling units per acre and floor to area ratios.

The current land use element was adopted in 2008 and was the basis for the subsequent Circulation element adopted in 2018. The 2008 land use element provided for the growth of 476 residential units and growth of 690 jobs. The proposed land use element update increases that growth to 1,111 residential units and 545 jobs.

2. Significance Thresholds

Based on Appendix G of the CEQA guidelines, impacts are considered significant if implementation of the Land Use Element satisfies any of the following criteria:

A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (with the exception of automobile delay & level of service);

B. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), Criteria for Analyzing Transportation Impacts;

GHD
943 Reserve Drive Roseville California 95678 United States
T +1 916 782 8688 **F** +1 916 782 8689 **W** www.ghd.com

C. Substantially increase hazards due to a design feature (eg. Sharp curves or dangerous intersection) or incompatible uses (e.g. farm equipment); and/or

D. Result in inadequate emergency access.

The City has not yet adopted local Vehicle Miles of Travel Thresholds and associated impact/mitigation policies; therefore, impact criteria is based on California Office of Planning & Research Guidance.

3. Threshold A: Would the Land Use Element Conflict with a Transportation program, plan, ordinance, or policy?

The City's current circulation element was adopted in June of 2018 based on the current Land Use element, adopted in 2008. The city is concurrently preparing a focused update of its Circulation Element, consistent the underlying growth assumptions of the proposed Land Use element. The City also adopted its Bicycle and Pedestrian Master Plan in June of 2010. The primary plan affected by the proposed Land Use Element is the City's Circulation Element.

3.1 Circulation Element Sections 1 & 3

Circulation Element Section 1 summarizes Citywide traffic operations analysis under buildout conditions and provides justification/support for proposed Multimodal Circulation Plan Improvements throughout section 3. As part of the concurrent focused Circulation Element update, planned improvements have been reassessed under the proposed land use assumptions. This was conducted to identify inconsistencies with the Circulation Element and ensure that the City's transportation network can accommodate the increased traffic generation.

3.2 Circulation Element Section 4

Senate Bill 743 replaced level of service as the primary CEQA metric with Vehicle Miles of Travel. However, SB 743 allows local agencies to retain automobile level of service as a local policy threshold outside of CEQA.

Increasing traffic generation is projected to result in deficiencies associated with the City's local level of service thresholds, however new transportation improvements are proposed within the City's Circulation Element to offset those deficiencies. Also, under Senate Bill 743 Automobile Delay and Level of Service are no longer considered impact metrics for determining environmental impacts.

The proposed Land Use Element is consistent with the City's Bicycle & Pedestrian Master Plan. The City is also concurrently preparing a focused update of its Circulation Element, consistent the underlying growth assumptions of the proposed Land Use Element. Therefore, if adopted concurrently, consistency impacts associated with transportation program, plan, ordinance, or policy are less than significant.

4. Threshold B: Vehicle Miles of Travel

Under SB 743, automobile delay, traditionally measured as level of service (LOS), is no longer considered the metric for environmental transportation impacts under the California Environmental Quality Act (CEQA), but rather VMT. VMT measures the number and length of vehicle trips made daily. VMT is a valuable indicator of overall land use and transportation efficiency. The most efficient system minimizes VMT by encouraging shorter vehicle trip lengths, more walking, and biking, or increased carpooling and transit.

4.1 VMT Methodology

The VMT estimates with and without the proposed Land Use Element have been evaluated utilizing the Pismo Beach Travel Demand Model (Pismo Model, 2015). The proposed Element's planning Horizon is 2040, whereas the City's travel demand model's planning horizon is 2035. Although these planning horizons have different theoretical years, they both represent buildout conditions. The Pismo Model was built upon the 2014 San Luis Obispo Council of Governments (SLOCOG) Regional Travel Demand Model, with refinements to the traffic analysis zone structure, roadway network, and land uses. To account for non-boundary-based trip lengths, the model's distance associated with the external gateway cordons was adjusted to reflect distances beyond the model boundaries. The average trip length added to these gateway cordons were determined in the EIR for the Cal Poly San Luis Obispo 2035 Master Plan, Appendix G (2019). The added lengths and gateway cordons are shown in Table 3.1.

Table 3.1 External Gateway Link Distance Added

Location	External Node	Link ID	Distance Added (miles)
Hwy 1 N	1	28442	75
US 101 N (A)	2	28443	40
US 101 N (B)	3	28455	40
Hwy 41 N	4	28445	75
Hwy 46 E	5	28447	50
Hwy 58 E	6	28449	50
Hwy 166 E	7	28451	60
Hwy 33 S	8	28450	60
US 101 S (A)	9	28452	2
US 101 S (B)	9	28453	2
Hwy 1 S	10	28454	10

Notes:
1. Distance added to external Node and corresponding link ID to capture VMT outside of the SLOCOG County boundary.

For the VMT analysis with the proposed Plan, a model scenario was created that modified the Pismo Model forecast land use data to include the proposed General Plan buildout development. The VMT analysis consists of both (1) evaluating net change in total VMT and (2) the change in VMT efficiency metrics for the region. The net change in total VMT Countywide has been evaluated for the proposed Land Use Element against the baseline or "Existing" conditions and the "current General Plan" forecast scenario.

A trip-based VMT assessment was conducted for the model area (County) to estimate the total VMT for each scenario. The trip-based methodology is quantified by the length of the vehicle trips that start or end within the region and does not include VMT associated with vehicles that pass through the region. Project impacts on transportation are determined based on an increase in total VMT with the proposed plan. This methodology is consistent with the Office of Planning and Research's Technical Advisory on Evaluating

Transportation Impacts in CEQA (OPR Technical Advisory, December 2018) and CEQA Guidelines. The list below describes the scenarios analyzed.

- "2010 Base Year" scenario represents existing land uses and existing transportation network
- "2035 Current GP" scenario represents the current General Plan Buildout
- "2035 Proposed GPU" scenario represents the proposed General Plan Buildout (Update)

Regional VMT efficiency metrics have also been analyzed as part of this analysis. The change in Residential VMT per capita and Work VMT per employee have been calculated countywide utilizing the Pismo Model, as previously described. For Residential VMT, all home-based automobile trips were selected for evaluation. For Work VMT, all home-based-work automobile trips were selected for evaluation. The population and employment metrics utilized to calculate residential VMT per capita and work VMT per employee were based on the model's inputs for each scenario.

4.2 VMT Analysis Results

Table 3.2 presents the summary of the net change in total VMT results.

Table 3.2 Total VMT Results Summary

Model Scenario	Net VMT
2010 Base Year	11,226,484
Buildout Current GPU	13,311,157
Buildout Proposed GPU	13,476,666
Difference from 2035	**+ 165,510**
Difference from 2010	**+ 2,250,182**

The VMT results show a net increase in VMT and therefore the proposed land use plan would create a significant and unavoidable impact on transportation.

Table 3.3 presents the Residential VMT per capita results comparing the proposed Plan against the 2010 base year and current General Plan forecast. Table 3.4 present the Work VMT per employee results comparing the proposed Plan against the 2010 base year and current General Plan forecast.

Table 3.3 Residential VMT Results Summary

Pismo Model Scenario	Residential VMT	Residential Trips	Population	Residential VMT per Capita	Average Trip Distance
2010	7,420,936	717,564	255,085	29.09	10.34
2035	8,684,684	861,337	282,559	30.74	10.08
2035 GPU	8,694,346	860,802	283,671	30.65	10.10
Difference from 2035	9,662	(535)	1,112	-0.28%	0.17%
Difference from 2010	1,273,410	143,237	28,586	5.35%	-2.34%

Table 3.4 Work VMT Results Summary

Pismo Model Scenario	Work VMT	Work Trips	Employment	Work VMT per Employee	Average Trip Distance
2010	2,046,641	177,372	92,732	22.07	11.54
2035	2,260,727	197,741	113,867	19.85	11.43
2035 GPU	2,293,885	199,498	112,982	20.30	11.50
Difference from 2035	33,158	1,757	(885)	2.26%	0.57%
Difference from 2010	247,244	22,126	20,250	-8.01%	-0.35%

As shown in Table 3.3, the regional Residential VMT per capita is estimated to decrease by 0.28% with the proposed land uses. As shown in Table 3.4, the regional Work (commute) VMT per employee is estimated to increase by 2.26% with the proposed land uses. Although there are more residents and jobs within Pismo Beach, the model estimates a resulting higher VMT for the work trip purpose.

4.3 Thresholds C & D Induced Travel

The proposed Land Use Element Update proposes no changes to transportation facilities and therefore can be assumed to have a less than significant travel-inducing effect.

The proposed Land Use element is forecasted to increase Net VMT, Residential VMT per Capita, & Work VMT per Employee. These increases exceed thresholds established by the State Office of Planning & Research Guidance as well as the Caltrans Transportation Impact Study Guide. Therefore, this increase is considered a significant an unavoidable transportation impact.

5. Transportation Safety & Emergency Access

In 2020 the City of Pismo prepared a Citywide Systemic Traffic Safety Analysis & Local Roadway Safety Plan. This analysis & plan found that the number of annual traffic collisions remained relatively static from 2014 to 2018. The highest collision concentrations were within the Downtown core, and the primary contributing factor was visibility for vehicles turning from side streets and two-way stop-controlled intersections.

Planned land use growth is expected to occur primarily on vacant or underutilized sites, mainly located in the Downtown core and the U.S. 101 corridor in Shell Beach. Although this coincides with the City's highest collision concentrations, the primary factors associated with those concentrations are roadway geometrics, not incompatible land use patterns. Although more growth is planned as part of the proposed update, overall land use designations are essentially unchanged and have proven not to be incompatible uses in the context of vehicle types.

The proposed Land Use element does not change to the City's roadway network and therefore would not increase hazards due to geometric design features or affect overall Emergency Access. Therefore, the impacts to Transportation Safety & Emergency Access are considered less than significant.

ATTACHMENT A

DUDEK LAND USE PROJECTION METHODOLOGY AND ASSUMPTIONS

Pismo General Plan/Local Coastal Plan: Methodology for Determining Projected Development at Full Build Out

Used to create the LU-4 Table in the Land Use Element

1. Urban Footprint Base Canvas Assumptions

Urban Footprint's Base Canvas constitutes a baseline assessment of existing land use, demographic characteristics, and other conditions in the City, providing the context for scenario planning and the foundation for analysis of alternative scenarios. The default source for parcel information in Urban Footprint is CoreLogic, which is a leading provider of real estate data in the United States.

2. Determination of Land Uses for Inclusion

This buildout compares existing on-the-ground Base Canvas development to the buildout potential of four General Plan land use categories in the City where change is anticipated, including Commercial, Central Commercial, High Density Residential, Mixed Use, and Public/Semi-Public land uses. Only vacant and underutilized parcels within these designations were selected for potential growth.

3. Creation of Future Assumptions

When generating assumptions for the four land uses, Dudek first looked at the stated requirements or maximums for residential dwelling units per acre (du/ac), floor area ratio (FAR), height, and parking where possible. For each land use, employment and density limits were determined by matching them closely to the average employment and du/ac of current developed parcels within each land use category. An example formula to calculate commercial employment density can be seen below.

$$Current\ Commercial\ Employment\ Density = \left(\frac{Total\ Commercial\ Zoned\ Jobs - Underutilized\ Commercial\ Zoned\ Jobs}{Total\ Commercial\ Zoned\ Acres - Underutilized\ Commercial\ Zoned\ Acres}\right)$$

Future assumptions for each land use were built in Urban Footprint using combinations of building components which created numbers closest to the determined employment and residential densities, and that worked to be within FAR, height, and parking requirements. Previous limitations within Urban Footprint required us to match Pismo's land use designations to prescribed building typologies in Urban Footprint, and adjusting them to match as closely as possible with Pismo's land use requirements and growth expectations.

Current standards per the Land Use Element Update and Future Assumptions used in the build out model can be seen for each of the included land uses below.

Current Land Use Density/Intensity Standards

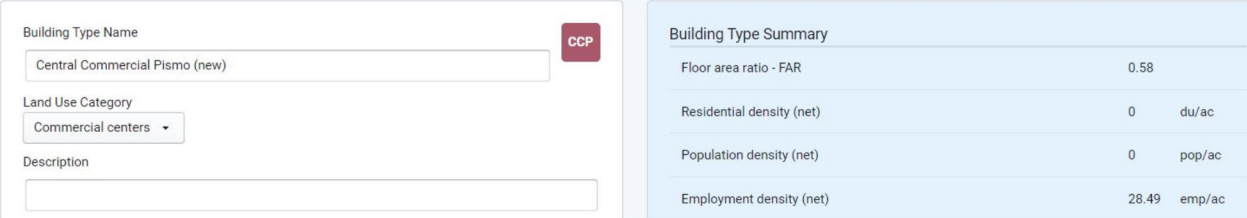
Land Use Designations	FAR or Density *Coastal Zone/Non-Coastal Zone*	Height** *Coastal Zone*	Implementing Zone(s)	Total Acreage
Low-Density Residential	1 to 8 units per ac.	25 feet	R-1, R-R	76.5
Medium-Density Residential	9 to 15 units per ac.	25 - 35 feet	R-2, R-R	247.5
High-Density Residential	16 to 30 units per ac.	25 feet	R-3, R-R	22.2
Very High-Density Residential Overlay	20 to 50 units per ac.	35 – 45 feet***	R-3	1.1
Mobile Home Park	Maximum 8 units to the acre		M-H	58.5
Commercial	Maximum FAR of 2.0	25 - 42 feet	R-4, R-R, C-R, C-1, C-2, C-M	32.5
Resort Commercial	Maximum FAR of 1.25	35 feet	RR, R-4, and CR	73.9
Central Commercial	Maximum FAR of 1.25	35 feet	R-4, R-R, MU	66.4
Mixed-Use	Residential 1.25 maximum Commercial uses: 2.0 maximum	Determined by overlay zone	C-1, C-2, MU	57.2
Industrial	Maximum FAR of 0.5	25 feet	C-M	30.2
Public/Semi Public	Maximum FAR of 2.0	25 feet	G	468.38
Open Space	N/A	15 feet*	OS-1, OS-R	32.21

* Consistency with the View Consideration Overlay Zone must be determined for applicable properties

** Coastal height limits are provided to ensure that the scenic and visual qualities of coastal areas are considered and protected consistent with Coastal Act Section 30251.

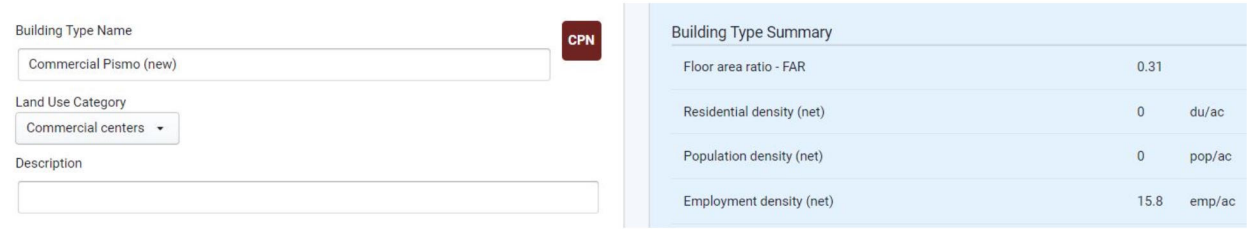
*** Buildings may be up to forty-five (45) feet in height where the Planning Commission finds that significant public views to and along the coast and other scenic areas are protected.

Central Commercial Assumptions



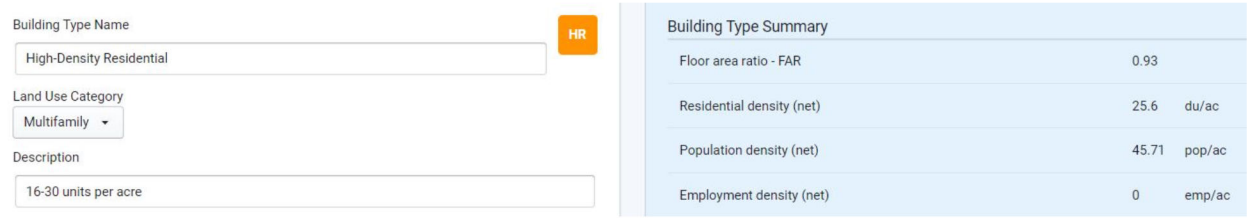
The Central Commercial land use had a maximum FAR of 1.25, and a maximum height of 35 feet. In looking at the currently built out Central Commercial sites, an FAR of 0.58 was determined to be more in line with what Pismo is likely to see built out, with an employment density of 28.49 employees per acre.

Commercial Assumptions



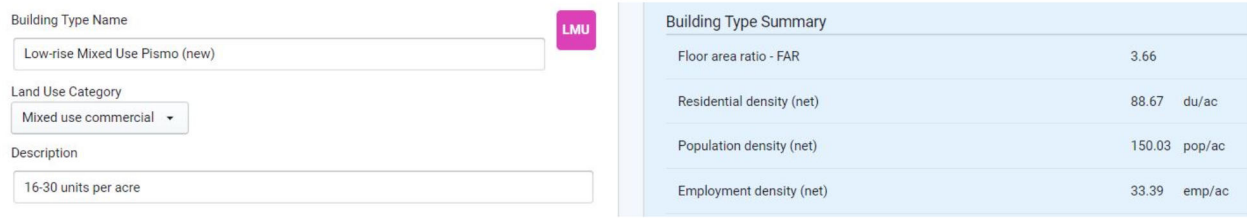
The Commercial land use had a maximum FAR of 2.0, with maximum heights between 25 and 42. Due to the parking required and often offered at commercial sites and in looking at previously built out Commercial sites, an FAR of 0.31 was determined to be more in line with what Pismo is likely to see built out, with an employment density of 15.8 employees per acre.

High-Density Residential Assumptions



The High-Density Residential land use had an allowable range of 16-30 du/ac and a maximum height of 25 feet. Within the model, 25.6 du/ac were allotted for this land use.

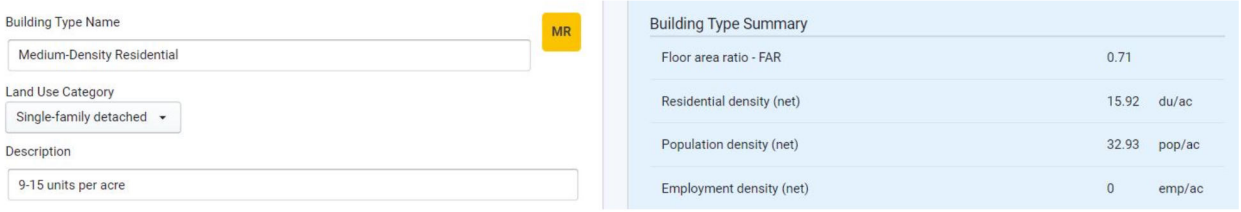
Mixed-Use Assumptions



The Mixed-Use land use had a maximum FAR of 1.25 for residential and 2.0 for commercial. Height maximums varied based on the overlay zoning. The model's FAR for mixed use is shown to be 3.66, far higher than what is allowed by these regulations. Heights were pre-set within the model and its

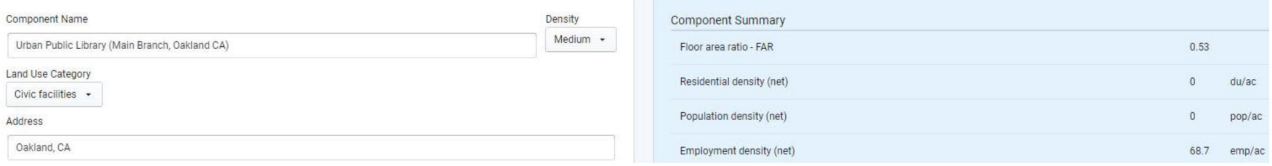
components, so to balance this in the model and create a zoning which is within the FAR requirements, vacant space was added to this mixed use zone. This is the equivalent of reducing the building height, and in turn the FAR, because by removing buildable space building volume is reduced to meet standards.

Medium-Density Residential Assumptions



The Medium-Density Residential land use had an allowed range of 9-15 dwelling units per acre, and a maximum height of 25-35 feet. The closest building type in the model to these requirements slightly overshoots these requirements, coming in at 15.92 dwelling units per acre and leading to 32.93 people per acre. Sites that this assumption applied to were only those that are currently vacant (32 sites), as those were decided to be the only parcels in this land use designation that would experience growth. The slightly increased density is offset by the reduced density in the High-Density Residential designation.

Public/Semi-Public Assumptions



The Public/Semi-Public land use has a maximum FAR or 2.0, and a maximum height of 25 feet. The closest building type in the model to these requirements is a modified public library, coming in at a 0.53 FAR and 68.7 employees per acre. Only one site was identified for build out.

4. Application of Future Assumptions

Future assumptions were applied to all underutilized and vacant parcels. For the Medium-Density Residential land use, as described above, only vacant parcels had future assumptions applied to them. The result of this was a “built out” Pismo Beach. Numbers generated and recorded include increases in population, DU, jobs, and non-residential square footage from 2020 to 2040. These increases can be seen on the table below.

Land Use	Number of Vacant or Underutilized Parcels	Potential Increase in Population	Potential Increase in Dwelling Units	Potential Increase in Jobs
Commercial	42	N/A	N/A	242
Central Commercial	26	N/A	N/A	33

Land Use	Number of Vacant or Underutilized Parcels	Potential Increase in Population	Potential Increase in Dwelling Units	Potential Increase in Jobs
High Density Residential	139	289	162	-12
Mixed Use	48	1,221	722	272
Medium Density Residential	32	471	228	0
Public/Semi-Public	1	-2	-1	10
Total	**288**	**1,979**	**1,111**	**545**

5. Comparison to SLOCOG Predictions

To compare to SLOCOG employment and dwelling unit predictions, growth per year ratios were utilized. SLOCOG's predictions are from 2015 to 2030, or a 15 year range. Dudek's predictions are from 2020 to 2040, a 20 year range. Build outs and assumptions were altered to create predictions closer to SLOCOG's predicted growth, while staying within the land use requirements.

The discrepancies between growth predictions can be seen on the table below.

Growth Comparisons		
	Increase in DU	Increase in Jobs
Dudek Growth Per Year	55.5	25.8
SLOCOG Growth Per Year	47.7	27.4

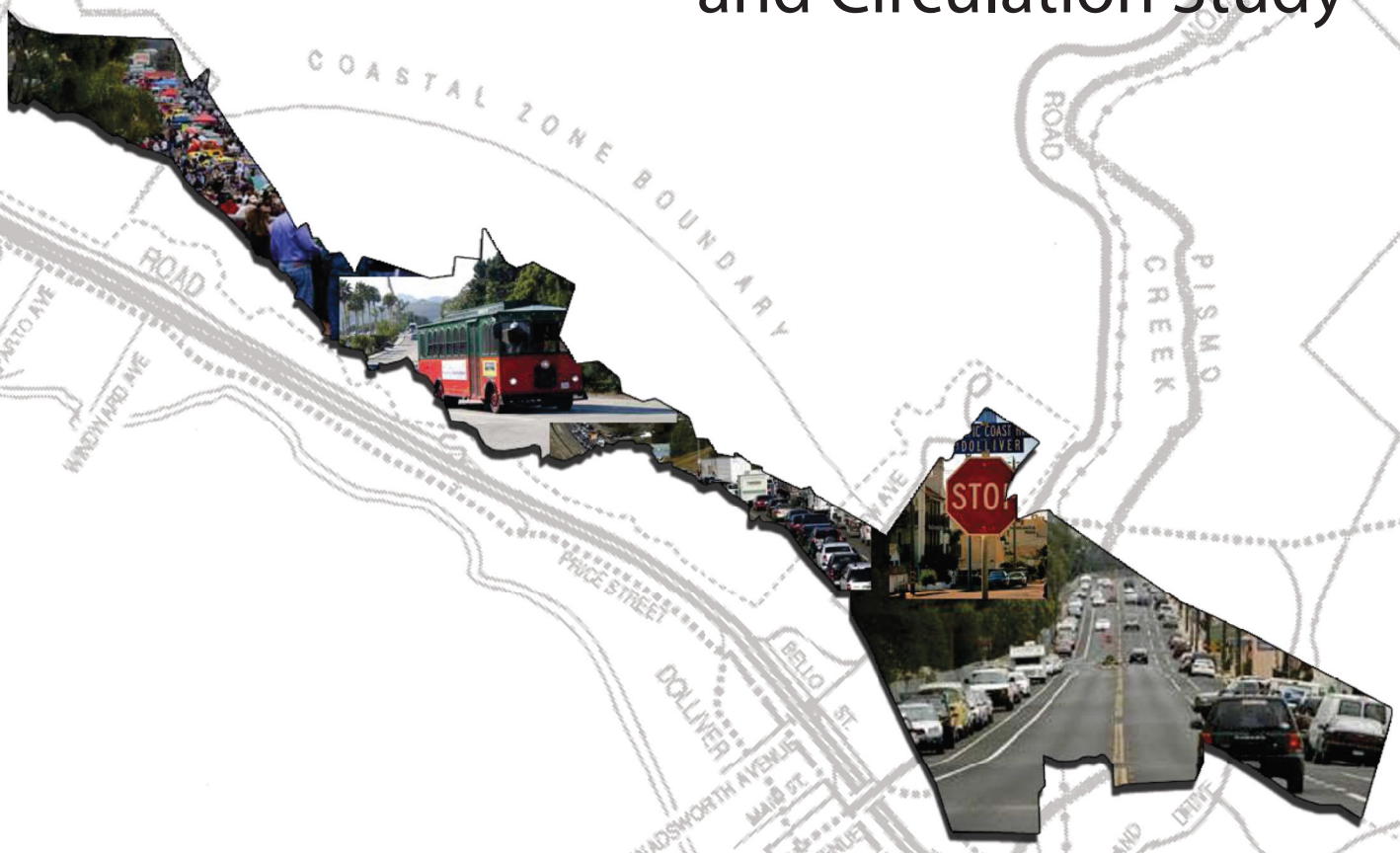
Dudek's current methodology assumes a 100% build out for the identified underutilized and vacant parcels.

Appendix H

Citywide Transportation Model and Circulation Study

City of Pismo Beach

Citywide Transportation Model and Circulation Study



FINAL REPORT

August 23, 2016

Hatch Mott MacDonald

1300 First Street, Suite B
Gilroy, CA 95020

T: 408.848.5912 | F: 408.848.2202
www.hatchmott.com


Hatch Mott
MacDonald

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1. Introduction

Pismo Beach is a coastal city in southern San Luis Obispo County, within the "Five Cities" region south of the City of San Luis Obispo. Its population has remained at about 8,000 people since the 1980's. This is due to the limited expansion that is possible given its geographic location between the Pacific Ocean and the steep coastal mountains. Also during this time, the city has realized an increase in vacation home ownership and a reduction in resident occupied homes. Pismo Creek flows through Price Canyon, which forms a natural barrier between the downtown and the southern part of the city. A rail line – owned by Union Pacific Railroad – also follows Price Canyon and serves as an additional barrier. US 101 provides the only roadway connection across these barriers, although other routes exist outside of Pismo Beach (such as State Route 1 and West Grand Avenue, to the south). **Exhibit 1 (Page 2)** depicts the location of Pismo Beach in the southern portion of San Luis Obispo County.

The city experiences an inundation of traffic during the summer months, especially in its downtown, as well as on weekends, special events and holidays. This is due to the attractive unique small businesses and a classic California coastal city culture, as well as its beachfront and pier, located adjacent to its downtown. Pismo State Beach, in Grover Beach, is the only beach in California that allows vehicles to drive on its sand dunes, attracting thousands of visitors each year.

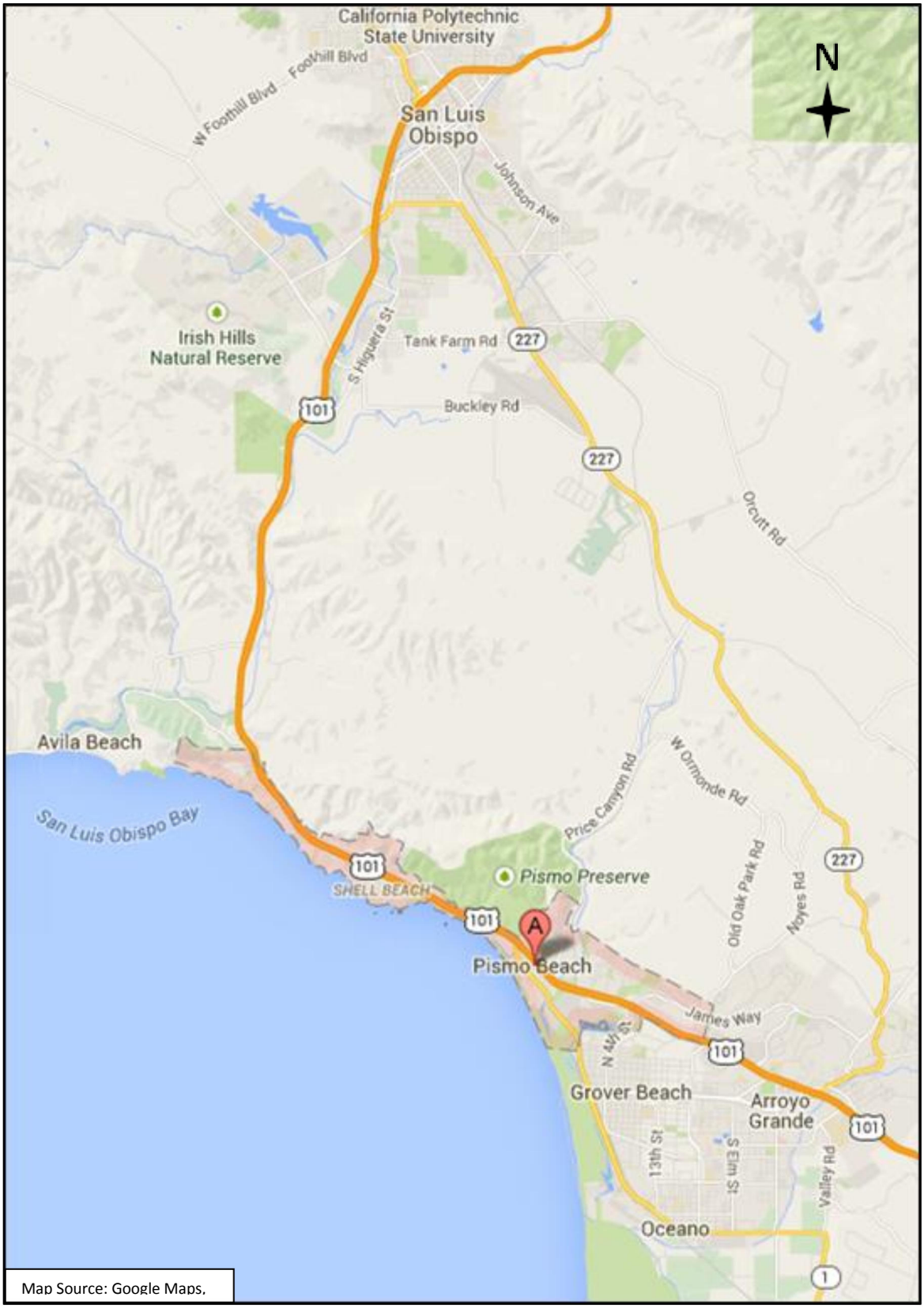
Special events occur frequently in Downtown Pismo Beach throughout the year, including the annual downtown Jazz Festival, The Classic at Pismo Beach Car Show in June, Fourth of July celebrations, and the Clam Festival in October, which attract tens of thousands of visitors per event from across the country. In May 2014 and 2015, the Amgen Tour of California bicycle race started or ended in Downtown Pismo Beach, attracting thousands of visitors and temporarily closing some of the city street network.

A. Background

Pismo Beach is facing a number of major policy and program decisions that will guide the quality of life, economic vitality, and overall future character of the community, with its transportation system being one key factor. It has updated elements of its General Plan and an update to the Circulation Element is anticipated. The General Plan was last updated in 1992. Much has changed since 1992, including major retail and hotel development along Five Cities Drive, residential and retail development on James Way and residential development along Mattie Road. In addition to land use changes within Pismo Beach, substantial development has occurred throughout the Five Cities Area as well as southern San Luis Obispo and northern Santa Barbara Counties.

Other important changes have taken place in our society's overall approach to providing transportation services for our communities. There is now more emphasis on providing a safer, healthier, friendlier environment for pedestrians and bicyclists. Transit is being enhanced to provide an alternative to automobiles. The interrelationship between land use and transportation in terms of energy consumption and environmental impacts is now officially recognized at the State level, most notably with the passage of Senate Bill 375. In response, the San Luis Obispo Council of Governments (SLOCOG) recently adopted a Sustainable Communities Strategy (SCS) as a part of the Regional Transportation Plan. This further encourages the development of transportation modes other than single occupant vehicles as well as compatible land use patterns.

Exhibit 1 – Regional Setting of Greater Pismo Beach Area



Map Source: Google Maps.

Despite these changes, the population of Pismo Beach itself has remained relatively constant over the past several decades. The 2000 United States Census reported a population of approximately 8,600 people, while the 2010 United States Census reported a population of about 7,700 people. Much of the traffic growth on regional routes through Pismo Beach has been due to through traffic, not only from other Five Cities communities like Grover Beach, Oceano and Arroyo Grande, but also regional travel between Santa Barbara and San Luis Obispo Counties and statewide travel between Northern and Southern California. US 101 is the only alternate route to Interstate 5 and Highway 99 for traffic between northern and southern California. This is illustrated by **Exhibits 2 through 5 (Pages 4-5),** which depict the traffic growth on Dolliver Street (State Route 1, or SR 1) and US 101 between 1980 and 2013, according to Caltrans counts. While traffic has been relatively stable on Dolliver Street (SR 1) over the past 20-plus years, growth on US 101 has been substantial. Traffic volumes on US 101 in the Pismo Beach area are noticeably higher than normal when incidents occur on Interstate 5 such as major accidents or road closures from construction or weather (San Joaquin Valley fog or snow on the Grapevine).

SLOCOG has a regional transportation model that forecasts traffic growth in all of San Luis Obispo County. SLOCOG also recently completed the U.S. 101 Corridor Mobility Study, which evaluates the need for U.S. 101 corridor improvements in San Luis Obispo County, including in Pismo Beach. The City has determined that specific circulation issues and alternatives should be evaluated, building on the SLOCOG model and the U.S. 101 Corridor Mobility Study. Therefore, the City has commissioned the preparation of this Citywide Multimodal Transportation Model, which encompasses the City's current City limits and its Sphere of Influence (SOI). It also includes a Citywide Circulation Study that incorporates community input through a public outreach program and exploration of complete streets transportation improvements to meet the needs of the community.

The City has been actively and continuously engaging the community in recent years to address multimodal transportation issues. Public comment, concerns and recommendations have been well documented and helped guide the preparation of the Shell Beach Road Streetscape Plan (Phase I) and *Pismo Beach Complete Street Plan*, the *Bicycle and Pedestrian Master Plan*, and most recently the *Pismo Beach Downtown Strategic Plan*. This Citywide Multimodal Transportation Model and Circulation Study incorporates these local plans, programs, and projects, as well as regional transportation policies to address circulation and mobility in Pismo Beach. The Plan focuses on automobile, transit, bicycle, and pedestrian mobility in an effort to reduce congestion, vehicle miles traveled and associated emissions, meet diverse socioeconomic and mobility needs, and to advance public health, quality-of-life, and economic prosperity.

Exhibit 2 – Historical Growth on Dolliver Street (SR 1) at Pismo Creek

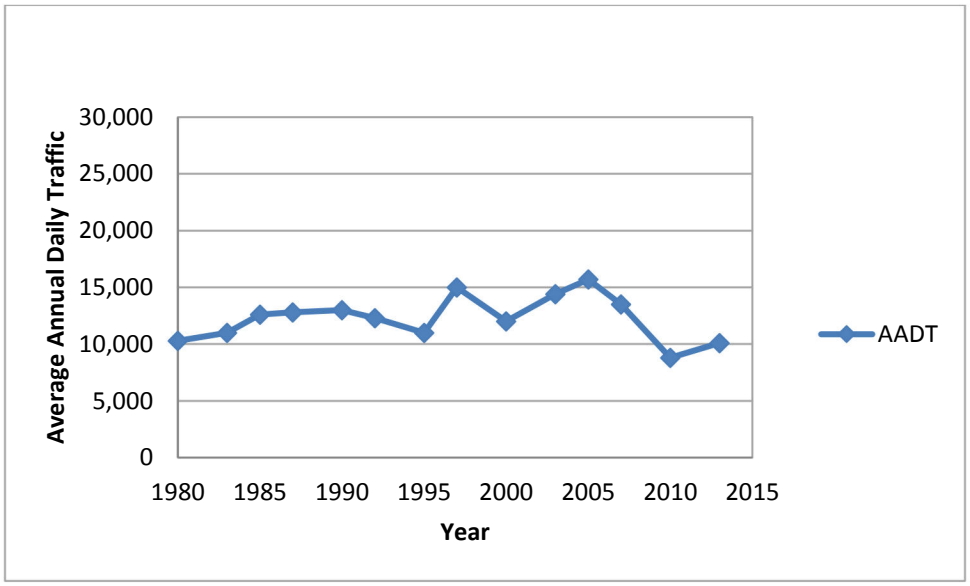


Exhibit 3 – Historical Growth on Dolliver Street (SR 1) at US 101

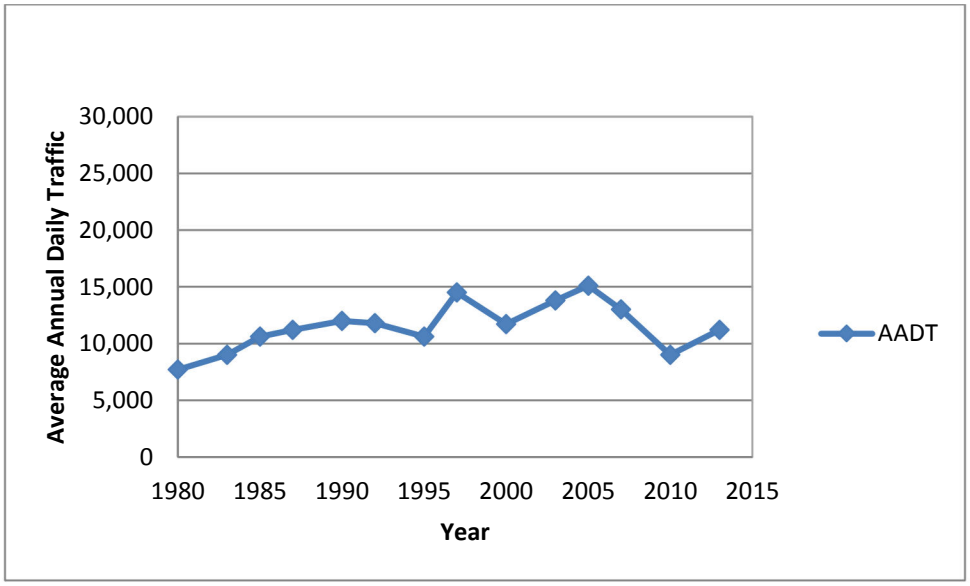


Exhibit 4 – Historical Growth on US 101 at Pismo Creek

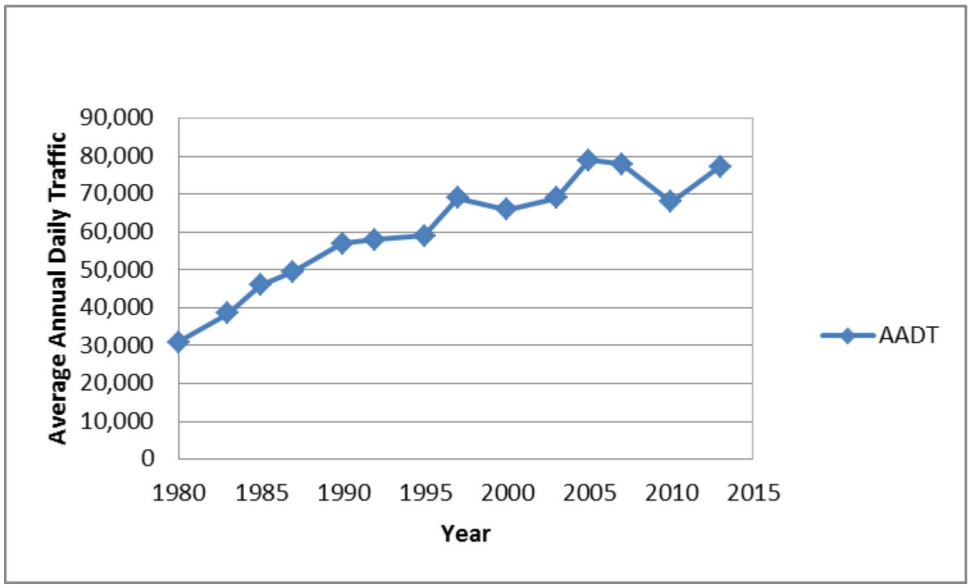
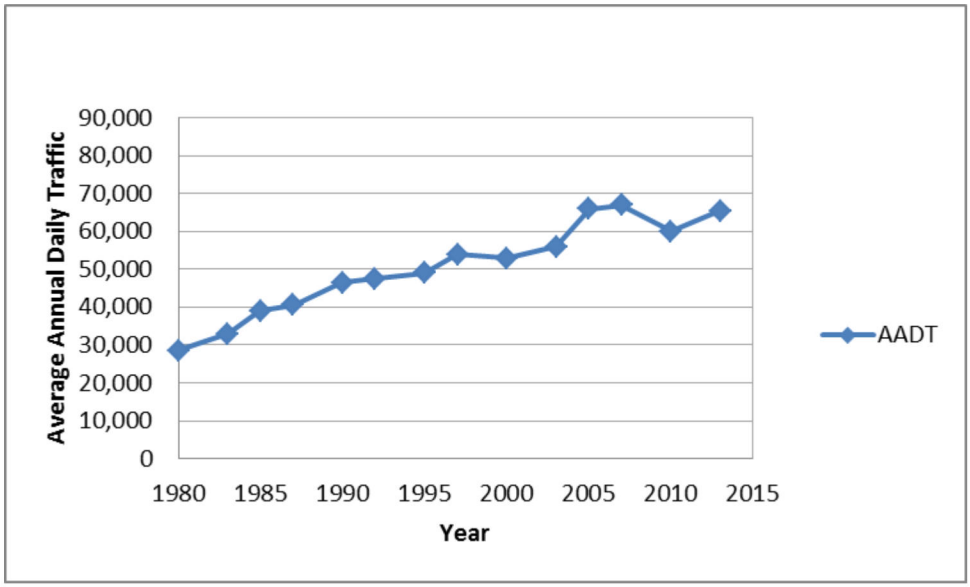


Exhibit 5 – Historical Growth on US 101 North of Price Street



Data Source (**Exhibits 2 through 5**): Caltrans traffic counts, 1980 through 2013.

B. Specific Transportation Issues Facing Pismo Beach

The City of Pismo Beach has a range of specific transportation goals that are addressed in this study. Several of them are listed below.

- **Identify major transportation improvement projects.** The 1992 General Plan identified a number of major street improvements that will be needed as the City approaches the buildout of the land uses anticipated at the time of that update. These include widening US 101 and Price Canyon Road, US 101 frontage roads to connect the downtown area with Five Cities Drive and/or James Way, various interchange improvements and other street extensions. A variety of studies have been prepared over the years to identify improvements along US 101. These are referred to throughout this document with regard to their relation with current and future travel demand.
- **Provide a safe, efficient system for pedestrians and bicyclists.** Pismo Beach has also been on the leading edge of multi-modal transportation planning, evidenced by the recently adopted *Pismo Beach Complete Street Plan,* March 2014, the *Bicycle and Pedestrian Master Plan,* June 15, 2010 and the *City of Pismo Beach Bikeshare Feasibility Study*, August 25, 2014 (http://pismobikeshare.com). Summaries are provided of these studies in Section 2.B - Existing Conditions – Pedestrian and Bicycle Circulation (page 8).
- **Promote transit usage by providing better connectivity with existing and proposed transit facilities as well as transit oriented development**. The *South County Transit Plan, San Luis Obispo County Highway 101 Bus Rapid Transit Applications Study, June 2013*, and *SLOCOG 2013 Park & Ride Lot Study, August 2013*are referenced herein.
- **Analyze traffic impacts of land use alternatives.** The November 2014 election included the *City of Pismo Beach Planning Area R Development Standards General Plan Amendment - Measure H*, which was approved by Pismo Beach voters in November 2014. Measure H amended the General Plan to limit development on 1,100 acres in Price Canyon area if annexed into the City. The initiative designates the land with "watershed and resource management" zoning, a new category that will be in effect for at least the next 30 years. Land with this zoning restricts parcels to a minimum of 40 acres in size, which yields a maximum of two residential units for this development area. The measure precludes development projects such the Spanish Springs project, which was proposed to consist of hundreds of homes, a hotel, conference center and a nine-hole golf course. With the reduction in development potential in and near Price Canyon, future development in Pismo Beach will be comprised primarily of infill and redevelopment projects within the existing city limits.
- **Develop strategies and improvements to enhance access to the Downtown and Pier area.** Several substantial development projects are in various stages of implementation in the downtown and pier area. One of the challenges will be to reduce the congestion that already occurs in the peak season while providing more convenient access and parking. The *Pismo Beach Downtown Strategic Plan* provided a valuable start on this effort.

2. Existing Conditions

A. Roadway Network

As indicated on **Exhibit 1 (Page 2)**, Pismo Beach is located in the southern coastal area of San Luis Obispo County. It is a part of the "Five Cities" region, comprised of Pismo Beach, Arroyo Grande, Grover Beach, Shell Beach and Oceano. It is located approximately 10 miles south of the City of San Luis Obispo.

US 101 is the backbone for travel to and from the Five Cities region. It also serves as an important route for regional and state-wide travel. It is a four-lane freeway through most of Pismo Beach, with auxiliary (weaving lanes) and truck climbing lanes in specific locations. Interchanges along US 101 in Pismo Beach include Spyglass Drive, Mattie Road (northbound on ramp and off ramp only), Price Street north of downtown (southbound off ramp only), State Route (SR) 1 (southbound off ramp only), Wadsworth Avenue (northbound off ramp only), Hinds Avenue – Price Canyon Road (southbound off ramp only), Price Street south of downtown (northbound off ramp and southbound on ramp only), Five Cities Drive (southbound off ramp and on ramp only), Fourth Street and Oak Park Boulevard. Other routes that provide access into and out of the region include SR 1, Price Canyon Road, Noyes Road, and State Route 227.

Within Pismo Beach, there are many arterial and collector roadways that provide local and regional circulation routes. These include Price Street, Shell Beach Road, Mattie Road, Dolliver Street (SR 1), Wadsworth Avenue, Pomeroy Avenue, Hinds Avenue, Fourth Street, James Way, Five Cities Drive and Oak Park Boulevard.

The directional designation of the majority of streets in this study is based upon their orientation, i.e., "north-south" streets are roadways that generally travel in a general north-south alignment. However, exceptions include many streets in downtown, where Price, Dolliver (SR 1), and Cypress Streets are designated north-south streets and their cross streets (e.g. Pomeroy Avenue, Hinds Avenue) are designated as east-west streets.

B. Pedestrian and Bicycle Circulation

The climate and topography of Pismo Beach provide an attractive environment for bicycling, walking, and recreational trail use within the City. The primarily level terrain in the downtown area, extending along the Pacific Ocean, combined with its abundant sunshine, low levels of precipitation, and increasingly dense land use pattern, help make bicycling and walking viable transportation and recreational options year-round. The City has made bicycle and pedestrian mobility a priority with adoption of the following plans related to multimodal circulation access and enhancement:

Pismo Beach General Plan and Local Coastal Plan (Adopted 1992/Updated 2014)

The currently adopted *City of Pismo Beach General Plan/Local Coastal Program* (City of Pismo Beach, 1992) was originally developed in 1992 and certified in 1993 by the California Coastal Commission. It was most recently updated in April, 2014; however, no changes were made to the Circulation Element at that time. The *General Plan* guides growth, development, and infrastructure in Pismo Beach and contains elements that address: land use, housing, growth management, transportation and circulation, conservation, design, public facilities and services, parks and recreation, noise and safety. The *City's Bicycle and Pedestrian Master Plan* is intended to serve as the bicycle, pedestrian, and trails component of the *General Plan*.

Pismo Beach Bicycle and Pedestrian Master Plan (2010)

According to the California Streets and Highways Code, Sections 891.2 and 891.4, local agencies must complete a Bicycle Transportation Plan to qualify for Bicycle Transportation Account (BTA) grant funds issued by the California Department of Transportation Division of Local Assistance. Conforming plans must contain required Bicycle Transportation Plan elements and be no more than five years old. The City of Pismo Beach developed the Bicycle and Pedestrian Master Plan in 2010 and updated it in 2015. This plan establishes goals, policies, implementation actions, and priorities for the development of bicycling and walking facilities in Pismo Beach, as envisioned by the General Plan. Key elements of the plan include maps of existing and proposed bicycle facilities and their proximity to major activity centers. The implementation plan identifies project priorities, locations, improvement descriptions, facility types, and cost estimates. The plan will guide development of the proposed improvements. Recommendations from this Plan are summarized in Section 4.A – Recommendations - Pedestrian and Bicycle.

Pismo Beach Complete Street Plan (2013)

The "Complete Street" Plan provides design concepts, goals and a framework for enhancing Pismo Beach's street network. The plan area extends approximately five miles through the City from its northern boundary to the City of Grover Beach, and includes Shell Beach Road, Price Street and Dolliver Street (Pacific Coast Highway). The plan directs improvements along this major north-south corridor with the goal of increasing the frequency of bicycle and pedestrian use by enhancing the corridor's safety, comfort, connectivity and attractiveness.

Pismo Beach Downtown Strategic Plan (2014)

The City of Pismo Beach prepared the Downtown Strategic Plan as a visioning and guidance tool, developed to help shape future development in the City's downtown. It incorporates adopted transportation infrastructure and mobility strategies from the General Plan, Bicycle and Pedestrian Master Plan, and the Complete Street Plan. The Downtown Strategic Plan includes suggestions ideas such as a roundabout at the Price Street/Dolliver Street intersection and new bike facilities on Dolliver Street. It also builds on the Complete Street Plan by providing additional pedestrian, bicycle, transit, vehicular, and parking opportunities.

City of Pismo Beach Bikeshare Feasibility Study (2014)

The Downtown Strategic Plan noted that a bicycle sharing program – where the public can freely use a city-provided bicycle – may be worth pursuing within the downtown area. A feasibility study was subsequently prepared that determined that a bicycle sharing program is feasible, and identified locations in the downtown area that the shared bicycles can be stored. The website http://pismobikeshare.com was also created to educate citizens and tourists about the concept of bike sharing. The City anticipates that a bike sharing program may be operational by 2019.

US 101 Corridor Mobility Master Plan (2014)

The San Luis Obispo Council of Governments (SLOCOG) sponsored the preparation of the US 101 Mobility Master Plan in partnership with the City of Pismo Beach and other municipalities and agencies in San Luis Obispo County. The purpose was to develop a unified transportation and mobility vision for the US 101 corridor throughout the entire County. The plan contains data and transportation improvement recommendations along US 101 through the City of Pismo Beach; including evaluating opportunities to enhance bicycle and pedestrian connectivity and safety, alleviate traffic in Pismo Beach and improve transit and roadway connectivity. Recommendations from this study that are related to Pismo Beach are included in Section 3.F – Regional Highway Improvements.

Statewide Initiatives and Legislation

Bicycle and pedestrian planning in the City must strive to be consistent with statewide programs governing the implementation of bicycle and pedestrian transportation facilities. These include:

- *Assembly Bill 32 (2006) and Senate Bill 375 (2008)*
  Senate Bill 375 (SB 375) (Steinberg, 2008) is the implementation legislation for *Assembly Bill 32* (AB 32) (Nunez and Pavley, 2006). AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. Reducing automobile trips is one method of reducing GHG emissions. This may be achieved by promoting modes other than the automobile, such as walking, bicycling, or riding transit. Land use strategies that create less auto-dependent development is also encouraged.
- *Assembly Bill 1358 (2007)*
  Assembly Bill 1358 (Leno and Levine, 2007) is the Complete Streets Act. It calls for the inclusion of all modes of transportation (pedestrian, bicycles, transit, and automobile) into the design of roadways.
- *Assembly Bill 1581 (2012)*
  Assembly Bill 1581 (Wieckowski and Wolk, 2012) requires that new actuated traffic signals or modified existing traffic signals include technology that is able to detect bicycles and motorcycles. It also calls for the timing of actuated traffic signals to account for bicycles.
- *Caltrans Deputy Directive 64 (Revision 1) DD-64-R1 (2008)*
  Deputy Directive 64-R1 (DD-64-R1) (Caltrans, 2008) was issued to ensure that travelers of all ages and modes may move "safely and efficiently along and across a network of 'complete streets'." The directive establishes responsibilities for Caltrans staff to safely accommodate bicyclists, pedestrians, and transit users.

C. Pedestrian Facilities

Walkability is an important component of every city. Common pedestrian facilities include sidewalks, marked crosswalks, and curb ramps. There are several different types of crosswalk enhancements that aim to improve safety for pedestrians. **Exhibit 6 (Page 11)** provides the locations of pedestrian facilities within the Pismo Beach Area.

SIDEWALKS AND CURB RAMPS

Sidewalks typically are at least 4 feet of width in most non-commercial areas throughout the City. Sidewalks are typically 9 to 10 feet wide in the downtown and 6 feet wide in newer subdivisions. Streets in Downtown Pismo Beach generally have sidewalks on both sides of the street, with the exception of parts of Park Avenue (east of Dolliver Street), Addie Street (west of Dolliver Street), and Cypress Street (north of Main Street).

There are numerous streets within the City of Pismo Beach where sidewalks are not provided or are intermittently available. These occur primarily in Shell Beach, Pismo Heights, along portions of Mattie Road and within private mobile home parks, parks and gated communities.

Curb ramps provide wheelchair and stroller access to sidewalks at corners of intersections. Truncated domes alert visually impaired pedestrians as they approach a street crossing. New standards for the construction of ADA compliant curb ramps have prompted recent renovation of several street corners by the City.

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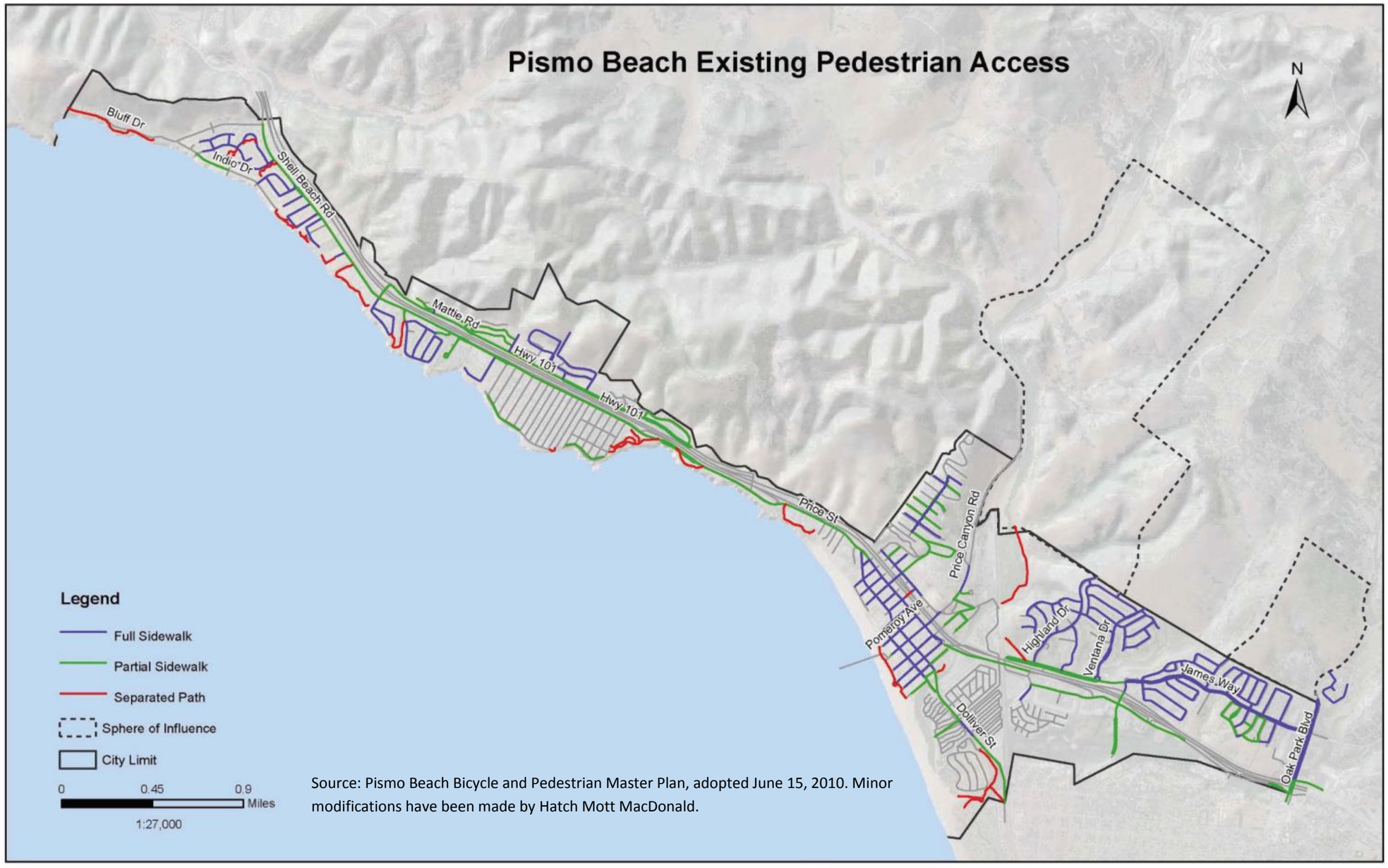
Exhibit 6 – Existing Pedestrian Facilities in Pismo Beach



Source: Pismo Beach Bicycle and Pedestrian Master Plan, adopted June 15, 2010. Minor modifications have been made by Hatch Mott MacDonald.

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CROSSWALKS

Crosswalks are defined as either "that portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections" or "any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings" (California Vehicle Code (CVC) Section 275). Therefore, legal unmarked crossings are those at intersections defined by the prolongation of sidewalk areas.

Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of crosswalks: controlled and uncontrolled. At uncontrolled crosswalks, drivers are legally required to yield to pedestrians, but do not have to stop when a pedestrian is not present. Controlled crosswalks are located at intersections with stop signs or traffic signals.

D. Bicycle Facilities

EXISTING BIKEWAYS AND TRAILS

Bicycle facilities can be classified into two types: 1) Bikeways or facilities provided for bicycle travel; and 2) Support facilities for use by bicyclists while travelling or once they have reached their destination. Both types of facilities are described below. The locations of bikeways in Pismo Beach are indicated on **Exhibit 7 (Page 15)**.

BIKEWAYS

The *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials [AASHTO], 2011) and Chapter 1000 of the *Highway Design Manual* (Caltrans, 2015) identify four primary types of bikeways: Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and Class IV Bikeways.

- ***Bike Path or Shared Use Path (Class I Bikeway)***
  Off-street bike paths are facilities for use exclusively by bicycles, pedestrians, equestrians, and other non-motorized users, with minimal cross-flow by motor vehicles. They are almost always located in an exclusive right-of-way.
- ***Bike Lane (Class II Bikeway)***
  Bike lanes are areas within paved streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.
- ***Bike Route or Shared Roadways (Class III Bikeway)***
  Shared roadways are on-street routes intended to provide continuity to the bikeway system. Bike routes are designated by signs or pavement marking and are shared by motorists. Many bike routes provide shoulders that can be used by bicyclists or pedestrians.
- ***Cycle Tracks or Separated Bikeway (Class IV Bikeway)***
  Cycle tracks or separated bikeways, also referred to as "Class IV bikeways," promote active transportation. They provide a separate travel way that is designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.
- ***Innovative Bikeways (Including Bicycle Boulevards)***
  The *NACTO Urban Bikeway Design Guide* (National Association of City Transportation Officials [NACTO], 2014) includes design guidance for a standardized set of treatments for bicycling streets in the United States. Several of these treatments can be implemented using guidance in the *California Manual on Uniform Traffic Control Devices* (CAMUTCD) (Caltrans, 2014). *The NACTO Urban Bikeway Design Guide* also includes design guidance for a variety of bike lanes, cycle tracks, signal enhancements, intersection enhancements, signing and marking enhancements, and bicycle boulevards.

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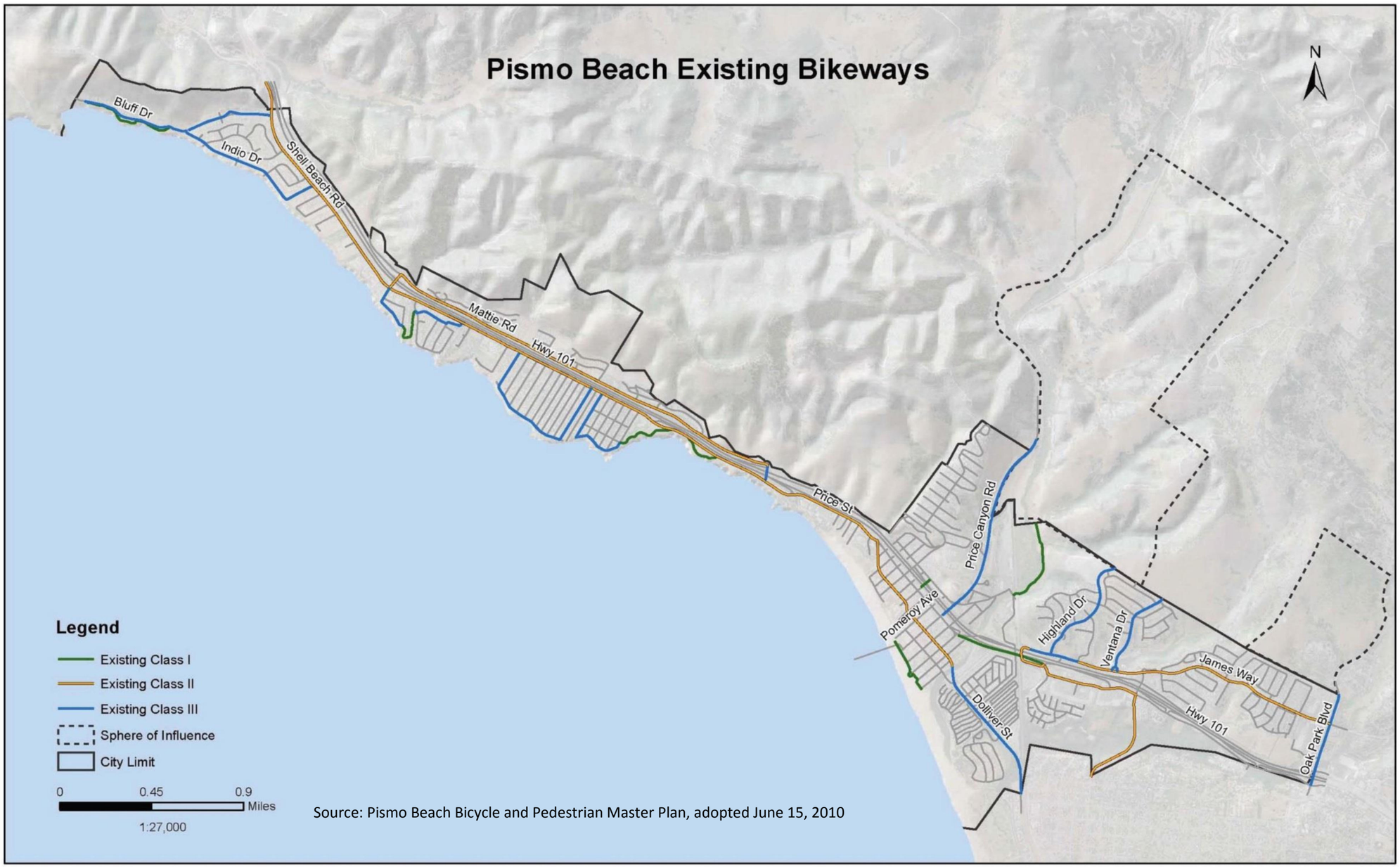
Exhibit 7 – Existing Bikeways in Pismo Beach



Source: Pismo Beach Bicycle and Pedestrian Master Plan, adopted June 15, 2010

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Roadways with bicycle lanes (Class II) in Pismo Beach include Dolliver Street (SR 1/Pacific Coast Highway) through the downtown, Mattie Street and James Way. Bicycle path (Class I) examples include the bike path over Pismo Creek, adjacent to and immediately south of US 101 that connects Price Street and Five Cities Drive as well as along a portion of Mattie Road.

E. Support Facilities

Support facilities include pedestrian and bicycle bridges and overpasses, short and long-term bicycle parking and gear storage, showers and changing stations, and other amenities not exclusive to, but supportive of walking and bicycling (including wayfinding signage, benches, water fountains and restrooms). The primary examples in Pismo Beach include:

- A pedestrian pathway underneath US 101 at Pismo Avenue, connecting the downtown and Bello Street neighborhood. This is currently the only exclusively non-motorized connection across the US 101 freeway in Pismo Beach.

- A pedestrian bridge exists across Pismo Creek along Dolliver Street, which connects the downtown area to Pismo State Beach and the mobile home parks south of downtown.

- The Cypress Street bridge over Pismo Creek accommodates vehicle and bicycle travel with a separated pedestrian walkway.

- Pedestrian access along Price Street and Shell Beach Road, connecting Downtown Pismo Beach to the Shell Beach neighborhood, is maintained through a network of sidewalks and pedestrian pathways.

- A promenade, or boardwalk, currently extends along the beachfront from Main Street south to Addie Street. The *Pismo Beach Downtown Strategic Plan* proposes to extend this promenade to the north, in order to provide a convenient facility to walk between the downtown and the neighborhoods and hotels north of the downtown.

- There are multiple companies in Pismo Beach and the surrounding area that offer pedicab rides, rent bicycles (capacity for one and two people) and surreys (capacity for two to four people) to members of the public.

- The City of Pismo Beach has prepared a feasibility study to consider initiating a bicycle sharing program. The program would provide bicycles for rent at key locations around the City.

REGIONAL CONNECTIONS

There is currently no continuous dedicated bicycle or pedestrian facility between San Luis Obispo and the Five Cities region. The Bob Jones Trail currently is a discontinuous multi-use paved pathway along San Luis Obispo Creek in the city of San Luis Obispo and the unincorporated community of Avila Beach. In San Luis Obispo, the trail connects Prado Road near Higuera Street with Los Osos Valley Road at US 101. In Avila Beach, the trail starts at a trailhead and parking lot along Ontario Road north of Avila Beach Drive and extends westward to the intersection of San Juan Street and Avila Beach Road. A connection of these two distinct trails is currently being studied.

Within the Five Cities region, the City of Grover Beach published a trail feasibility study in 2010 – *Beach Cities Multi-Purpose Trail* — to create a new multi-use trail between the unincorporated community of Oceano and eastern Pismo Beach via Pismo State Beach, downtown Pismo Beach, and the Pismo Lakes Ecological Reserve (in

southeastern Pismo Beach). This route would be usable by both pedestrians and bicyclists. It is currently not funded and is in need of garnering support throughout the Five Cities Area.

F. Trip Generators and Attractors

Pismo Beach includes a diversity of land uses that range from high density and pedestrian-focused retail commercial in the downtown area, commercial development along Five Cities Drive and Oak Park Boulevard, medium and low density residential throughout the foothill and ocean side communities, and recreation land uses to the south.

Destination areas include multiple City parks, Shell Beach neighborhood commercial and beach access areas, downtown shopping, the beach, and three large shopping areas on the southeast side of the City. The Shell Beach area and downtown are prime bicycling and walking areas given the limited parking during busy periods. Shopping centers located along Five Cities Drive and Oak Park Boulevard in the southeasterly portion of the City have large parking lots, by providing improved bicycling facilities (such as bike racks and bike lockers), they could encourage customers and shopping center employees to travel there by bicycle.

G. Existing Pedestrian and Bicycle Activity

Exhibits 8 through 10 (Pages 19-21) depict the existing pedestrian volumes in Downtown Pismo Beach during the Weekday PM, Summer Sunday Midday, and Memorial Day Sunday Midday (i.e., the Sunday before Memorial Day) peak hours. The corresponding tabular traffic count worksheets are included in **Appendix A**. The most recent counts indicate that pedestrian activity in the downtown is greatest during the Summer Sunday and Memorial Day Sunday peak hours, with hundreds of pedestrians per hour travelling along and across Dolliver Street (State Route 1 – SR 1) and Pomeroy Avenue to and from the beach, pier, and various small businesses. These large concentrations of pedestrians are a main contributor to the circulation challenges in the downtown.

Pedestrian volumes are relatively low outside of the downtown. Pedestrians do not contribute to any vehicle congestion issues in other portions of the city and are generally accommodated by existing sidewalks. The exceptions are locations where sidewalks are not provided. These have been identified in the previously cited Pismo Beach Bicycle and Pedestrian Master Plan.

Exhibits 11 through 13 (Pages 22-24) depict the existing bicycle volumes in Downtown Pismo Beach under Weekday PM, Sunday Summer Midday, and Memorial Day Sunday Midday peak hour conditions. Traffic count worksheets for these volumes are tabulated in **Appendix A**. Bicycle volumes are relatively low in the downtown. The largest volume was about 20-30 bicycles an hour in each direction on Dolliver Street (SR 1) during the Memorial Day Sunday peak hour.

Bicycle use outside of Downtown Pismo Beach is negligible and does not contribute to vehicle congestion.

Exhibit 8 – Pedestrian Volumes - Existing Weekday PM Peak Hour

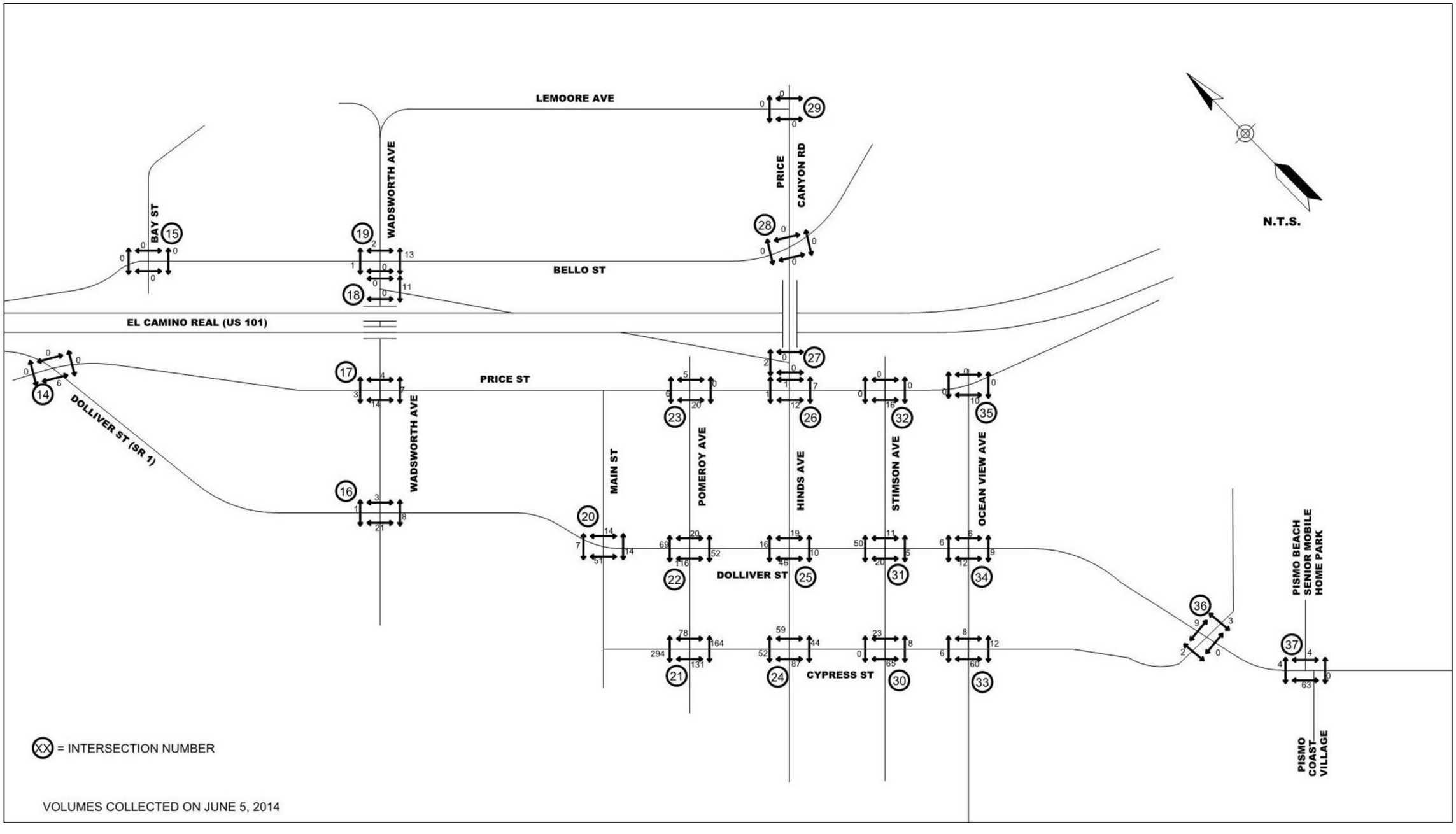


Exhibit 9 – Pedestrian Volumes - Existing Summer Sunday Midday Peak Hour

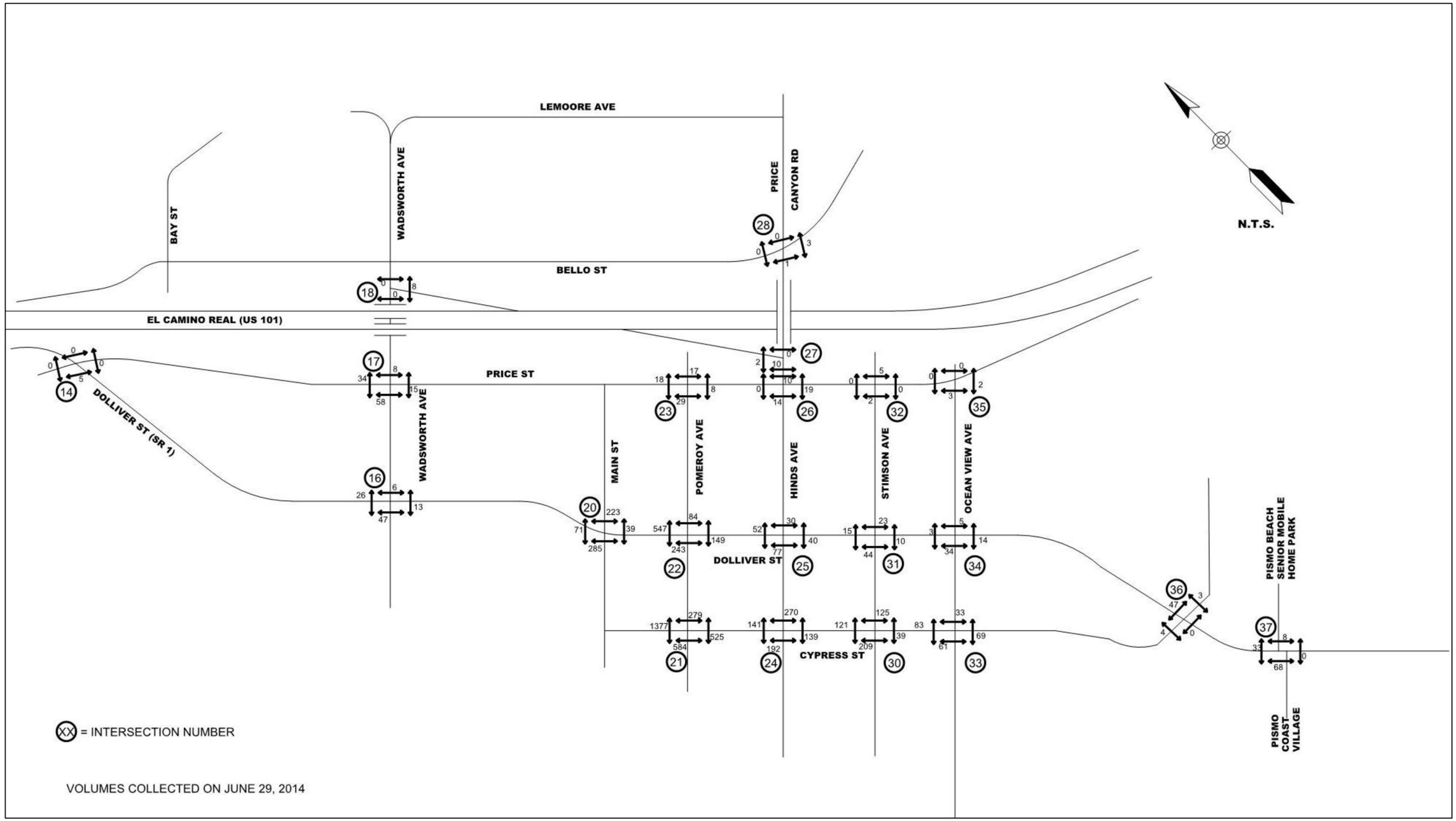


Exhibit 10 – Pedestrian Volumes - Existing Memorial Day Sunday Midday Peak Hour

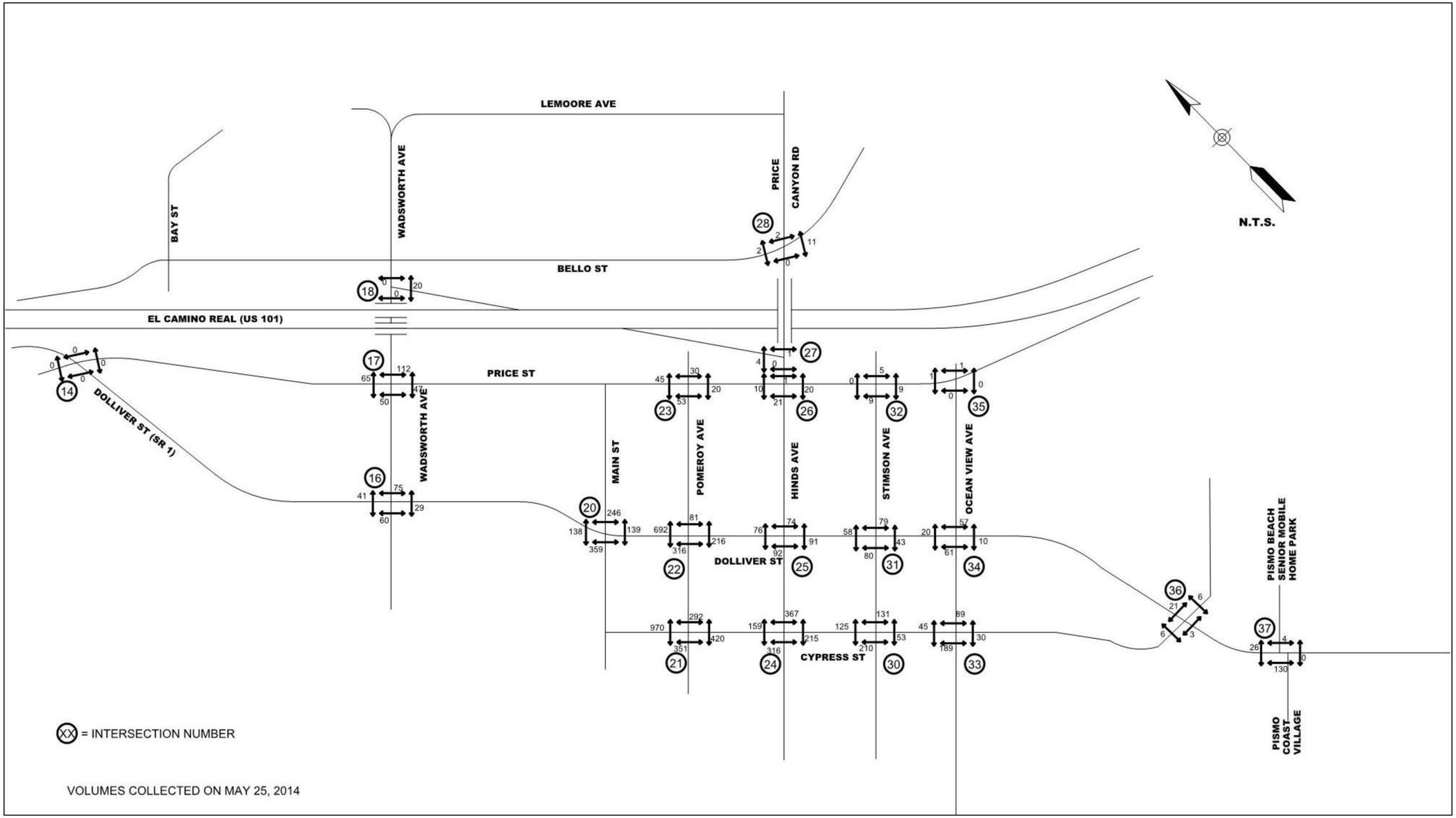


Exhibit 11 – Bicycle Volumes - Existing Weekday PM Peak Hour

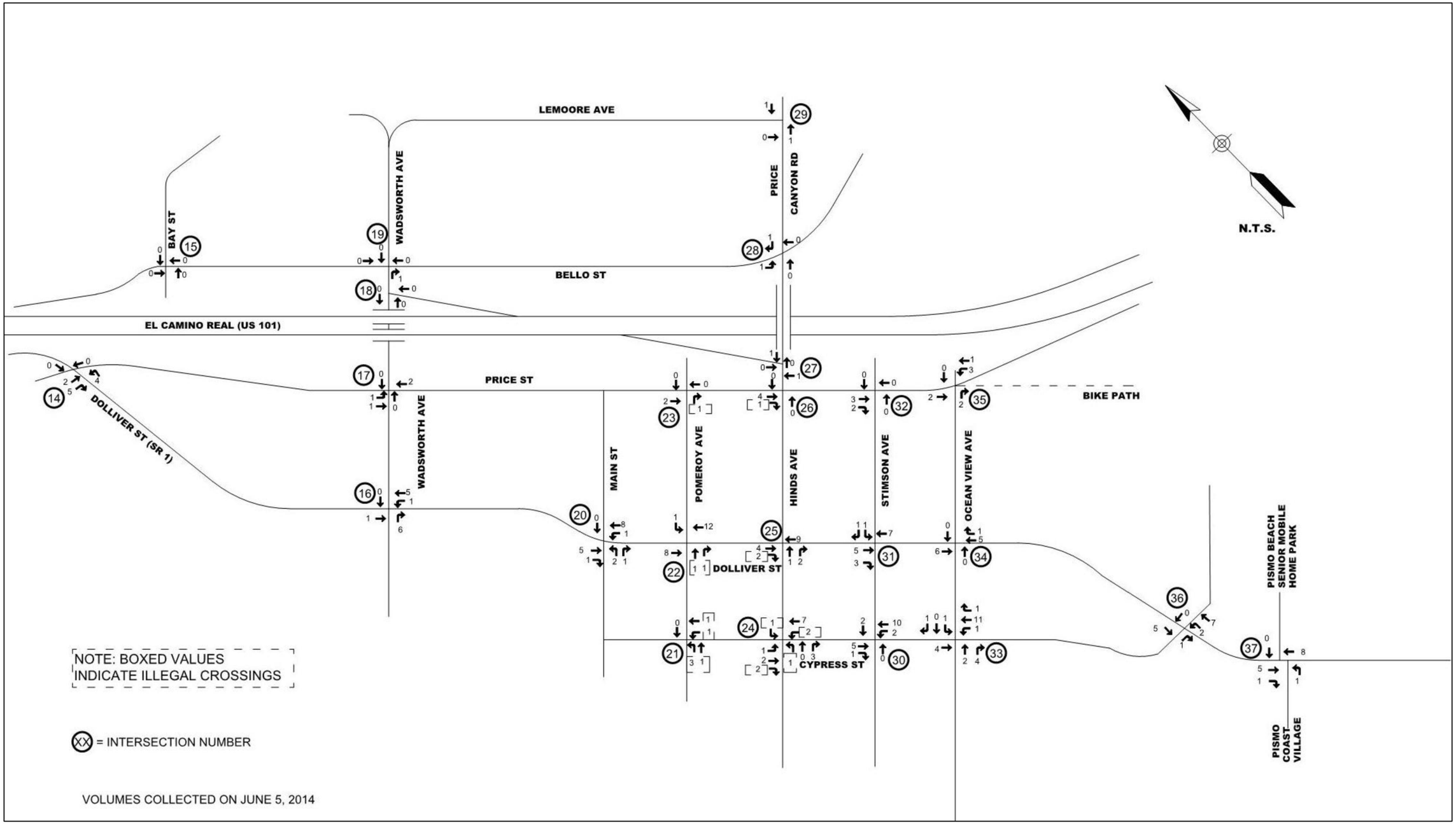


Exhibit 12 – Bicycle Volumes - Existing Summer Sunday Midday Peak Hour

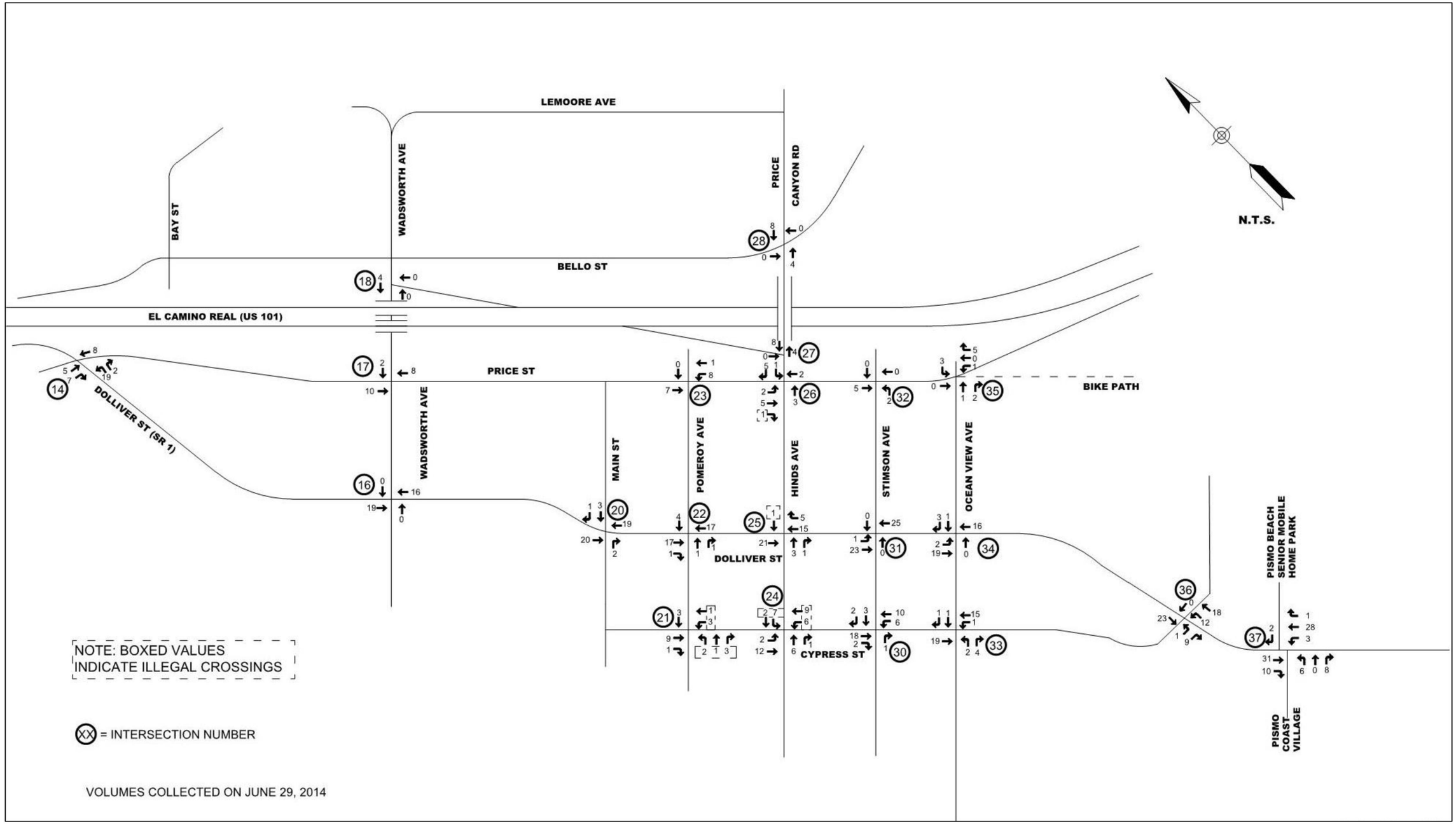
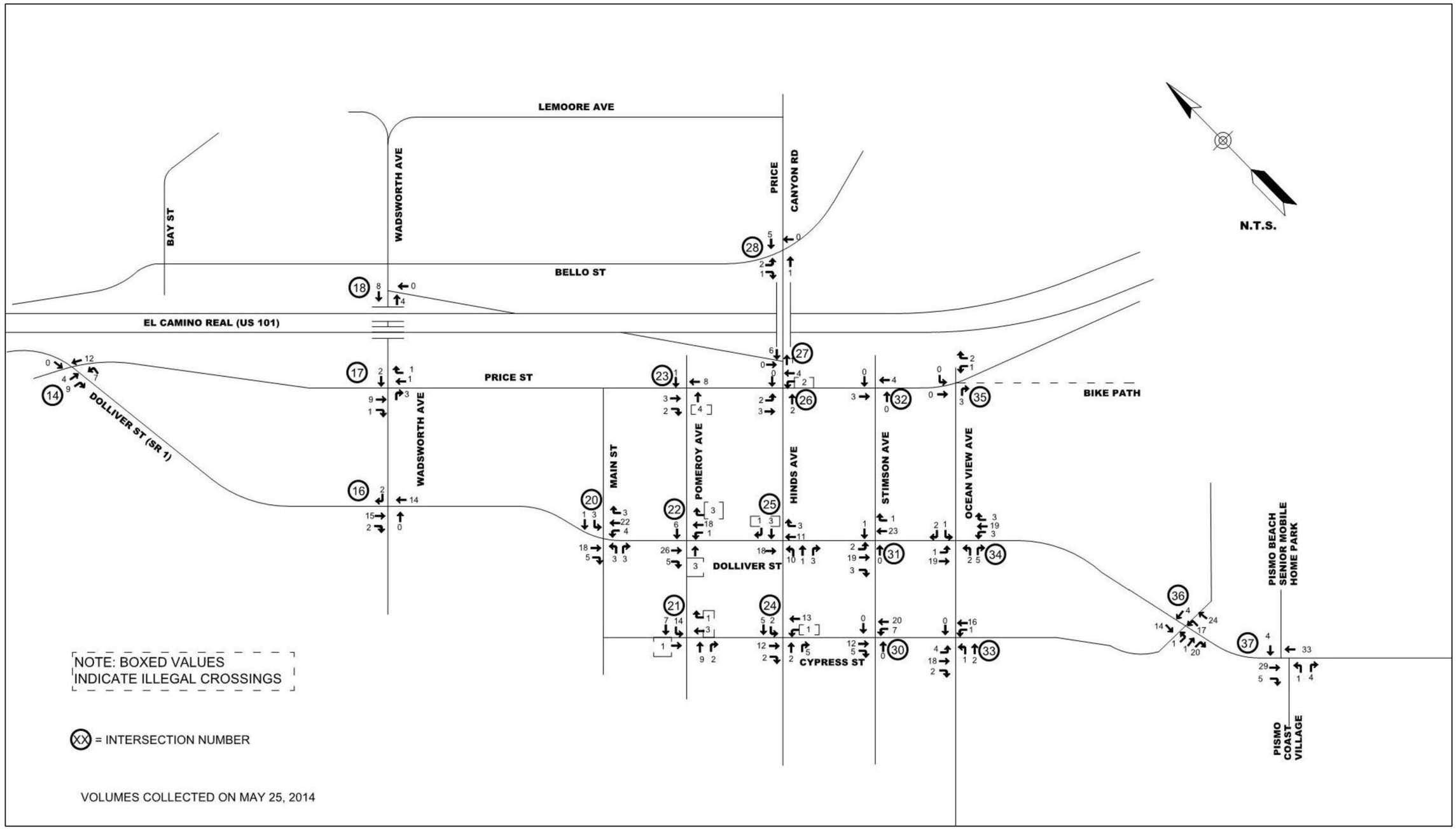


Exhibit 13 – Bicycle Volumes - Existing Memorial Day Sunday Midday Peak Hour



H. Transit

EXISTING TRANSIT SERVICE

The San Luis Obispo Regional Transit Authority (RTA) operates four transit routes through Pismo Beach. **Exhibit 14 (Page 26)** depicts the transit routes in the Pismo Beach Area.

Route 10 is a regional route between San Luis Obispo and Santa Maria, operating hourly on weekdays between roughly 5:45 AM and 8:30 PM in the northbound direction and 6:30 AM and 9:45 PM in the southbound direction. Route 10 also operates every three hours on Saturdays (roughly 7:15 AM – 7:30 PM northbound and 8:30 AM – 8:45 PM southbound) and three trips in each direction on Sundays (between roughly 8:15 AM and 6:45 PM). The only stop along this route in Pismo Beach is at the Pismo Beach Premium Outlets. Approximately 35 passengers were observed exiting from the southbound Route 10 bus on Thursday, March 6, 2014 at 6:00 PM, which represented the evening peak commute period. Route 10 has approximately 1,100 passengers per weekday and approximately 300 passengers per weekend day according to RTA.

The remaining routes are contracted through and branded as "South County Transit," and provide local service within Pismo Beach and to the surrounding communities. **Routes 21 and 24** are interlocking routes that travel in opposing directions on overlapping portions of their routes, with Route 21 traveling clockwise and Route 24 traveling counterclockwise. Route 21 serves the communities of Shell Beach, downtown Pismo Beach, the Pismo Beach Premium Outlets, downtown Grover Beach, and eastern Arroyo Grande. Route 24 follows a similar route, except that it also serves downtown Arroyo Grande and does not serve Shell Beach. Both routes operate hourly between approximately 6:30 AM and 6:30 PM. Three or fewer passengers boarded or disembarked the Route 21 and Route 24 buses at 6pm, which is the evening peak commute period. Route 21 has approximately 240 passengers per day and Route 24 has approximately 200 passengers per day according to RTA.

Finally, RTA also operates the **Avila to Pismo Trolley**, a local bus built to look like a trolley car. The trolley only operates between late March and mid-October, with extended service between June and September. During normal operations, the trolley operates hourly between 10:00 AM and 4:00 PM on Saturdays and Sundays. During the summer months, the trolley operates from 10:00 AM to 6:00 PM on Thursdays through Sundays. It travels between Avila Beach and Pismo Beach, stopping at the Pismo Beach Premium Outlets and many local stops within greater Avila Beach, Shell Beach, and downtown Pismo Beach. The route forms a loop between Avila Beach and Pismo Beach. All of the local bus stops in Shell Beach are bypassed on the way from Pismo Beach Premium Outlets to the outskirts of Avila Beach. The trolley carries approximately 160 passengers per day according to RTA.

FUTURE TRANSIT SERVICE

SLOCOG has been studying potential upgrades to transit service in the South County for the past few years. In 2011, SLOCOG commissioned the *South County Transit Plan*, which evaluated current transit service and identified opportunities to expand service and increase revenues. In 2013, SLOCOG studied the establishment of bus rapid transit along the US 101 corridor (*San Luis Obispo County Highway 101 Bus Rapid Transit Application Study*), including service to the park and ride lot and bus stops at the Pismo Beach Premium Outlets. As a corollary to the bus rapid transit study, SLOCOG also released its *2013 Park & Ride Lot Study* in August 2013, which suggested adding a new park and ride facility on Mattie Road near Spyglass Drive and adjacent to US 101. SLOCOG and the City are now evaluating the implementation of this facility.

Exhibit 14 – Existing Transit Routes Within Pismo Beach



Source: San Luis Obispo Regional Transit Authority, 2015

EXISTING TRAIN SERVICE

A railroad track owned by Union Pacific Railroad extends through Pismo Beach by way of Price Canyon between the greater San Luis Obispo area and Grover Beach. The only roadway crossing of the railroad within Pismo Beach is a grade-separated crossing at US 101. The nearest crossing of the railroad in the vicinity of Pismo Beach is to the south at Grand Avenue in the City of Grover Beach. This is an at-grade crossing near State Route 1.

The nearest rail station is adjacent to the Grand Avenue crossing in Grover Beach and is commonly referred to as "The Train Station". It is serviced four times each day (two northbound and two southbound trains) by the Pacific Surfliner service operated by Amtrak on its route between San Luis Obispo and San Diego. The station also is served three times per day by buses connecting to other train stations along the Pacific Surfliner route and by twice daily, round-trip bus service to the Central Valley and Southern California.

I. Parking

Pismo Beach, due to its beach front location, is typical of numerous coastal communities in California. It is inundated with guests and visitors that not only increase traffic during the summer months, but also significantly increase parking demand. This, in turn, increases traffic volumes and congestion as drivers circulate the downtown area in search of parking. Improving parking operations will assist the City in improving the experience of visitors to the downtown area.

This seasonal swell of traffic and parkers results in high parking occupancies during the seasonal peak periods and very low parking demands during the off-season. The exception is the pier parking lot, which is heavily used throughout the year. These swings in overall downtown parking demand present challenges for how much parking to provide, how to manage the parking and how it is maintained and supported financially.

This parking assessment is designed to provide a high level overview of the parking challenges, and recommendations to adjust parking to enhance the traffic, circulation and public parking operations. This parking study is not intended to serve as a detailed, microscopic level parking strategic plan or parking management plan.

EXISTING PARKING SUPPLY WITHIN DOWNTOWN PISMO BEACH

Exhibit 15 (Page 28) tabulates a parking space inventory of Downtown Pismo Beach. Most parking in Downtown Pismo Beach is on-street parking – virtually all streets in the downtown allow on-street parking. Approximately 873 parking spaces are on-street parking spaces with seasonal enforcement of time limits. The exceptions are Pomeroy and Hinds Avenues from Dolliver Street [SR 1] to the pier area and Cypress Street from Pomeroy to Hinds Avenues, which all have pay parking year round. A total of 588 spaces are provided in parking lots in the downtown. A small number of parking spaces are located in lots with time limited parking only (e.g. Addie Street at Mary Harrington Park of Dolliver Street (SR 1) and a small lot behind the Pismo Beach Chamber of Commerce building at the corner of Dolliver Street (SR 1) and Hinds Avenue). The total number of public parking spaces in downtown, including the Addie Street lot and the Price Street lot is approximately 1,461 spaces. The downtown hotel parking lots provide 816 spaces and the private parking lots include approximately 495 spaces. Thus, a total 2,772 parking spaces are provided.

There are multiple parking lots in the downtown, some of which are heavily utilized. **Exhibit 16A (Page 29)** depicts their locations within the downtown. Except as noted above, on-street parking spaces operate as free parking with no charge for parking but are managed with time-limited parking during the timed parking season. Their locations are illustrated on **Exhibit 16B (Page 29).** A small number of on-street pay parking spaces are provided on Cypress Street, Hinds Avenue and Pomeroy Avenue near the pier.

Exhibit 15 – Downtown Pismo Beach Parking Space Inventory

Parking Type	Number of Spaces
Public Parking	
Pay Parking – Downtown (lots)	*380*
Time-Limit Parking	
Downtown (street)	114
Price Street (street)	94
Year-Round Free Spaces (street)	*873*
Downtown Hotel Spaces	**816**
Downtown Commercial Spaces	**495**
Total Spaces	**2,772**

Source: City of Pismo Beach, 2014.

Two of the largest lots are located near the pier. The largest public lot (210 spaces) is accessible off of Pomeroy (inbound only) and Hinds Avenue (outbound only) and is located at the foot of the pier. This parking lot is the parking location most desired by patrons who want to go to the beach, pier and associated commercial area. As it is located the closest to the beach and pier, many patrons unsuccessfully attempt to park at this location first, and then circulate throughout the downtown looking for other places to park. This causes vehicles to recirculate on downtown streets, which compounds traffic congestion.

Until recently, the second largest parking lot in the downtown was a private dirt parking lot on Cypress Street between Pomeroy and Hinds Avenues, directly adjacent to the pier area. There was no charge for parking in this private lot. This property is being developed as a hotel; thus, this parking lot is no longer available.

The public parking lot at the beach end of Addie Street and Park Avenue is free to the public with no time limits. It serves beach activity at the south end of downtown. This lot, which also has approximately 100 spaces, is not utilized as much as the pier parking lot during most of the year, but during peak seasons it is heavily used. Lifeguard towers are also stored here during the off-season.

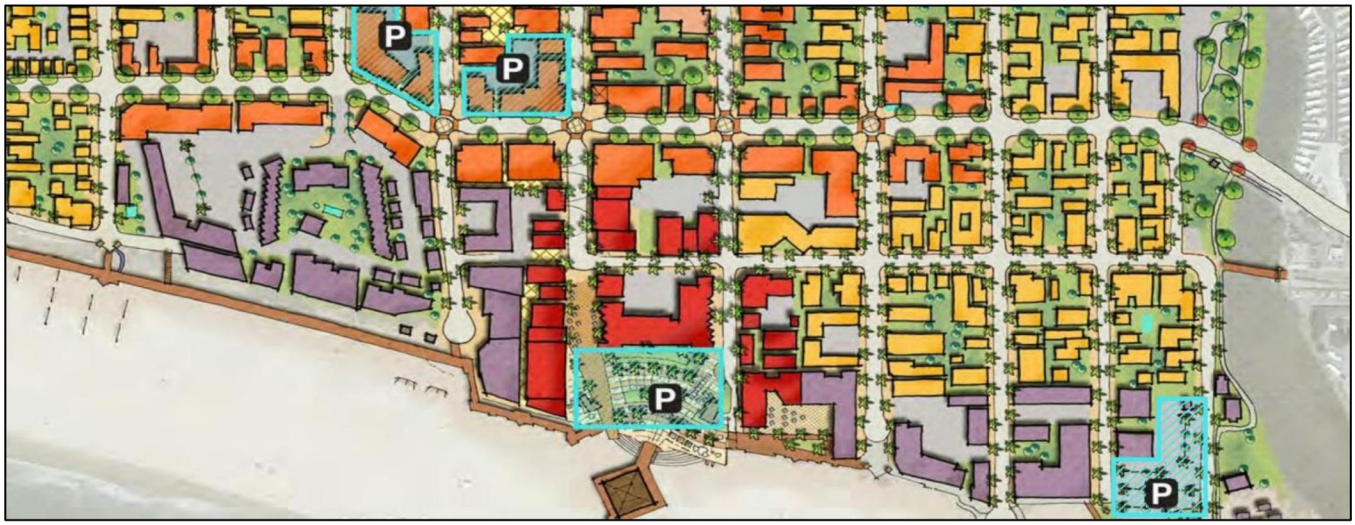
The parking lots on Main Street (bordered by Main Street, Dolliver Street (SR 1) and Pismo Avenue) are pay to park lots. Ownership is split between the City of Pismo Beach and a private owner. These lots have approximately 130 spaces.

The public lot on Pomeroy Avenue between Price and Dolliver (SR 1) Streets has approximately 40 spaces and is the public parking lot with the lowest utilization. While it is located less than three blocks from the beach and pier, it is routinely bypassed by patrons hoping to get a parking space closer to those attractions. This could be due to the lot being accessed by Pomeroy, with one-way traffic in the opposite direction of traffic that would attempt to enter it from Dolliver.

A few smaller private lots are available for public use scattered throughout the downtown area, each having between 20 and 40 spaces.

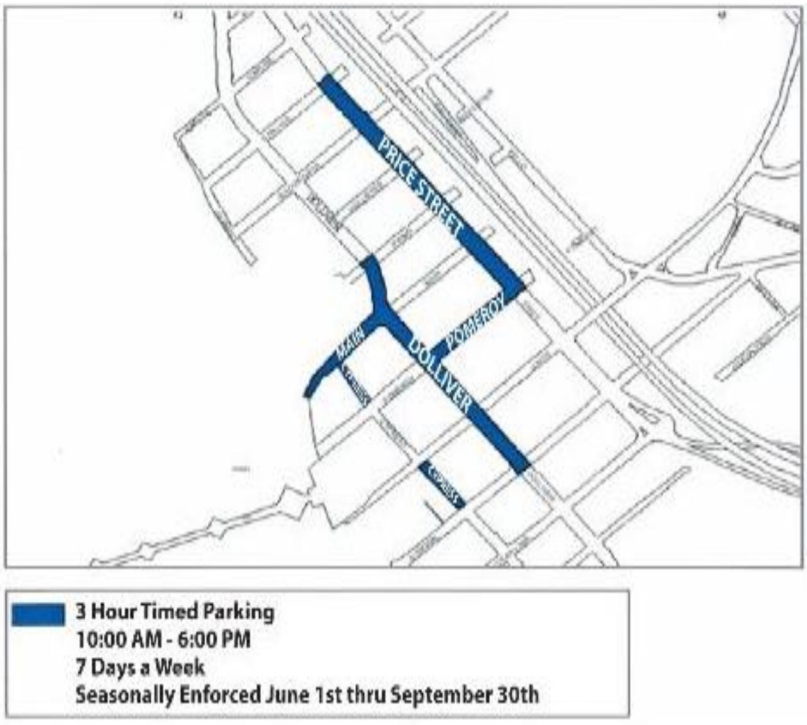
Private lots are not managed or patrolled by the City's Parking Division.

Exhibit 16A – Location of Public Parking Facilities in Downtown Pismo Beach



Source: Pismo Beach Downtown Strategic Plan, 2014. Minor modifications by Hatch Mott MacDonald.

Exhibit 16B – Location of Time-Limit On-Street Parking Areas in Downtown Pismo Beach



Source: City of Pismo Beach web site (http://www.pismobeach.org). Accessed December 14, 2015.

PARKING DATA COLLECTION AND ANALYSIS -- DOWNTOWN PISMO BEACH

Information about the City's parking program was collected from a variety of sources including the following:

- Interviews with City staff, downtown stakeholders, and members of the Parking Advisory Committee.
- Collection of data and parking policy and management information from City Staff.
- Review of historical data collected during the last decade including previous parking studies, and other studies with parking information.
- Discussion with the Parking Advisory Committee during a regularly scheduled meeting.
- Weekday and Weekend day and evening parking counts of public parking areas in downtown during the peak seasonal time period in late July, 2014.

This data collection and review provided a good understanding of how parking is utilized and managed. During the summer weekday and weekend counts, parking lots for the most part fill to capacity and remain fully occupied as do on-street spaces. As soon as one vehicle leaves a space, another vehicle is waiting to take its place. All downtown lots and pay parking spaces exceed 85% capacity from approximately 10:00 AM through 4:00 PM for both weekday and weekend count periods. The lot located on Pomeroy Avenue, between Dolliver (SR 1) and Price Streets, is the last to become fully occupied. This is believed to be caused by the lack of parking wayfinding signs and the one-way flow to access that parking lot at the time of the observations in July, 2014.

Parking utilization in Downtown Pismo Beach is similar to that in other coastal communities, in that:

1. There is a seasonal use of parking spaces, i.e., high parking occupancy occurs during the late spring, summer, and early fall. Demand is lower during the other times of year. Parking occupancies were noted to exceed the 85% level for on-street spaces, the pier lot and parking lots located off of Main Street from 11:00 AM until 4:00 PM during the weekday and 10:00 AM through 4:00 PM count during the weekend.
2. There is an adequate supply of parking during the off-season and "shoulder" seasons (i.e., the very start and very end of the peak season). This was based on a review of the data provided by City staff and the Parking Committee for parking occupancy counts during shoulder and off-season time.
3. There is a shortage of parking spaces within select areas of the downtown. The prime downtown destination for visitors during the peak periods is the pier and surrounding core area. This results in parking demand exceeding supply in this area. Consequently, traffic congestion is intensified as vehicles circulate around the downtown area in search of available parking.
4. In several locations, the on-street parallel parking further adds to traffic congestion due to vehicle maneuvers to enter and leave the parking spaces impeding traffic flows. This is especially true for on-street spaces along Pomeroy and Hinds Avenues (from Price Street to the pier parking lot) and along Price Street (both the curb spaces and the center aisle spaces).
5. The parking lot on Pomeroy Avenue, between Price Street and Dolliver Street (SR 1), rarely reaches 100% occupancy, even though it is within a short walking distance from the pier area. This is primarily due to the one-way access of Pomeroy to the lot. Users of this lot have to be traveling from Price Street to Dolliver Street (SR 1) to access the lot and current wayfinding signage does not indicate how to access this lot from Dolliver Street. Wayfinding signs were recently added by the City that substantially improve the ability of visitors to navigate to parking facilities throughout the downtown area. This will result in better utilization of the current parking supply, but overall demand will continue to exceed the supply during peak times.
6. The City of Pismo Beach recently completed the "Downtown Parking Enhancements and Opportunities Study," Walker Parking Consultants, April 14, 2016, which can be found at

(http://www.pismobeach.org/DocumentCenter/View/47660). It made similar observations to those described above. The study also made an additional observation that enhanced parking management (primarily parking fees that vary according to demand) would largely increase efficiency and reduce the parking supply deficiency during peak seasons.

J. Traffic Operations and Recommendations – Existing Conditions

Exhibit 17 (Pages 35 and 36) shows the study area, which encompasses all of Pismo Beach plus areas in surrounding communities that provide immediate access to Pismo Beach, such as portions of Arroyo Grande, Grover Beach, and unincorporated Avila Beach.

Areas outside of the downtown region experience relatively little variation during the year, traffic volumes within the downtown area substantially increase during the peak season (i.e., roughly June through September). Therefore, in addition to the standard Weekday PM peak hour for the peak season, the downtown area was also analyzed for Summer Sunday and Memorial Day Sunday peak hours in order to obtain data to evaluate peak traffic conditions.

Exhibits 18A-D, 19, and 20 (Pages 37-42) depict the existing traffic volumes in the city. These volumes were collected in May and June, 2014. The three collection periods include Weekday PM Peak Hour, Summer Sunday Midday Peak Hour, and Memorial Day Sunday Midday Peak Hour (i.e., the Sunday before Memorial Day). In total, there are 50 study intersections included in the Weekday PM peak hour and 23 study intersections counted during the Summer Sunday Midday and Memorial Day Sunday Midday peak hours. Raw traffic count data is tabulated in **Appendix A**.

Intersection operations were characterized using the concept of Level of Service (LOS). Average control delays experienced at an intersection correspond to a letter-grade scale of "A" through "F", with LOS A representing little to no delay and LOS F representing very long delay. For signalized and all-way stop intersections, a single level of service grade – representing overall intersection conditions – is presented. For one-way and two-way stop-controlled intersections, both overall and worst side street approach levels of service are presented.

INTERSECTIONS WITH ACCEPTABLE OPERATIONS

Exhibit 21 (Pages 43-47) summarizes the existing levels of service at the study intersections. **Exhibits 22A-B, 23, and 24 (Pages 49-52)** graphically depict the levels of service at those same intersections. The level of service calculations are included in **Appendix B**. The study intersections were evaluated based on the City standard of LOS C (1992 City of Pismo Beach General Plan Circulation Element Principle P-1.c), the San Luis Obispo County standard of LOS C (2009 San Luis Bay Coastal Area Plan) and the Caltrans standard of the transition between LOS C and LOS D (*Guide for the Preparation of Traffic Impact Studies*, December 2002; henceforth referred to as LOS C/D). A total of 47 of 50 intersections studied during the Weekday PM peak hour, 13 of the 21 intersections during the Summer Sunday Midday peak hour, and 12 of the 21 intersections studied under the Memorial Day Sunday Midday peak hour operate acceptably and require no operational improvements based on congestion.

INTERSECTIONS WITH DEFICIENT OPERATIONS

Exhibit 21 (Pages 43-47) also indicates the study intersections that currently operate deficiently, as well as the recommended improvements to correct each deficiency and the resulting operations with implementation of the identified improvements. The deficient intersections, their current operations and their respective improvements are also described below, listed by intersection number. More information about the recommended

improvements and why they are recommended is provided in **Section 3.D – Improvements Recommended in Previous Studies (Page 75)** and **Section 3.E - Network Alternatives (Page 79)**.

The following four (4) intersections operate deficiently under the Weekday PM peak hour:

26. Price Street/Hinds Avenue (Overall LOS B, but long queues on Southbound Hinds) – Review signal timing and consider widening the Hinds bridge over US 101. Vertical clearance about US 101 may be an issue.
34. Dolliver Street (SR 1) / Ocean View Avenue (Side Street LOS F - Implement Ocean View – Stimson Couplet)
42. Fourth Street / Five Cities Drive (Signal LOS D - Add Right Turn Overlap Phase on Eastbound Five Cities Drive)
48. US 101 Southbound Ramps / El Camino Real (All-Way Stop LOS D - Install Signal)

The following eight (8) intersections operate deficiently under the Summer Sunday Midday peak hour:

14. US 101 Southbound Off-ramp - Dolliver Street (SR 1) / Price Street (All-way stop LOS E - Install Roundabout)
20. Dolliver Street (SR 1) / Main Street (Side Street LOS F - Eliminate One On-Street Parking Space to Accommodate a Right Turn Lane on Westbound Main. Consider left turn pockets as an alternative.)
21. Cypress Street / Pomeroy Avenue (Side Street LOS F - Install Signal with Pedestrian Scramble – described in Section 3.5.a – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Cypress Street/Pomeroy, see discussion below)
22. Dolliver Street (SR 1) / Pomeroy Avenue (Signal LOS E - Eliminate Three On-Street Parking Spaces to Accommodate a Right Turn Lane on Southbound Dolliver. Consider northbound left turn pocket as an alternative. Also consider Modifying Signal to include Pedestrian Scramble – described in Section 3.5.b – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Dolliver Street (State Route 1)/Pomeroy, see discussion below)
25. Dolliver Street (SR 1) / Hinds Avenue (Signal LOS D - Eliminate Two On-Street Parking Spaces to Accommodate a Right Turn Lane on Northbound Dolliver Consider left turn pockets as an alternative..)
32. Price Street / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
34. Dolliver Street (SR 1) / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
35. US 101 Ramps - Price Street / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)

The following nine (9) intersections operate deficiently under the Memorial Day Sunday Midday peak hour:

14. US 101 Southbound Off-ramp - Dolliver Street (SR 1) / Price Street (All-way stop LOS E - Install Roundabout)
20. Dolliver Street (SR 1) / Main Street (Side Street LOS F - Eliminate One On-Street Parking Space to Accommodate a Right Turn Lane on Westbound Main. Consider left turn pockets as an alternative.)
21. Cypress Street / Pomeroy Avenue (Side Street LOS F - Install Signal with Pedestrian Scramble – described in Section 3.5.a – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Cypress Street/Pomeroy, see discussion below)
22. Dolliver Street (SR 1) / Pomeroy Avenue (Signal LOS F - Eliminate Three On-Street Parking Spaces to Accommodate a Right Turn Lane on Southbound Dolliver. Consider northbound left turn pocket as an alternative. Also consider Modifying Signal to include Pedestrian Scramble – described in Section 3.5.b – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Dolliver Street (State Route 1)/Pomeroy, see discussion below)

25. Dolliver Street (SR 1) / Hinds Avenue (Signal LOS F - Eliminate Two On-Street Parking Spaces to Accommodate a Right Turn Lane on Northbound Dolliver. Consider left turn pockets as an alternative.)
31. Dolliver Street (SR 1) / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
32. Price Street / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
34. Dolliver Street (SR 1) / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
35. US 101 Northbound Ramps - Price Street / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)

Intersection 22, Dolliver Street (SR 1) / Pomeroy Avenue - Left turns from northbound Dolliver (SR 1) onto Pomeroy (i.e., towards the pier area) are prohibited during peak tourist periods. This prohibition is indicated by the activation of a NO LEFT TURN (R3-2) "activated blankout" (i.e., back lit) electronic sign posted on a signal mast arm at the intersection.

Intersections 16, 20, 22, 25, 31 and 34 - Dolliver Street (SR 1) Between Wadsworth Avenue and Ocean View Avenue - The addition of short exclusive left turn pockets on Dolliver Street (SR 1) at key intersections in Downtown Pismo Beach, such as at Pomeroy Avenue and Hinds Avenue, should be considered. These are discussed in more detail in **Section 3.E.5) c – General Plan Buildout – Network Alternatives – Pier Area Improvements – Dolliver Street Left Turn Pockets**.

Intersections 21 and 22, Cypress Street / Pomeroy Avenue and Dolliver Street (SR 1) / Pomeroy Avenue - Within Downtown Pismo Beach, some of the traffic congestion on Sundays during the peak season is created by the very large volumes of pedestrian crossings. This is especially true near the pier area, which is one of the primary destinations of many visitors to the area. At the Cypress / Pomeroy intersection, these crossings – both mid-block and at intersections – combine with the congestion caused by the parking maneuvers to create vehicle queues that can extend back to the Dolliver (SR 1) / Pomeroy intersection one block away. This congestion can then radiate out to affect operations at other intersections in the downtown area.

Pedestrian activity is still relatively high on Sundays during the peak season at the Dolliver (SR 1) / Pomeroy intersection, although it is not as high as at the Cypress / Pomeroy intersection one block to the south. Here, the large number of right turning vehicles from southbound Dolliver Street (SR 1) onto westbound Pomeroy (i.e., bound for the pier area) can limit the number of pedestrians that can cross Pomeroy Avenue. This is especially true when congestion at the Cypress / Pomeroy intersection affects upstream operations at Dolliver (SR 1) / Pomeroy, just one block away. A detailed discussion of the causes of this congestion and the recommended remedial measures is included in **Section 3.E.5.a and b - General Plan Buildout Conditions – Network Alternatives - Pier Area Improvements (Page 79).**

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Exhibit 17A – Greater Pismo Beach Study Area

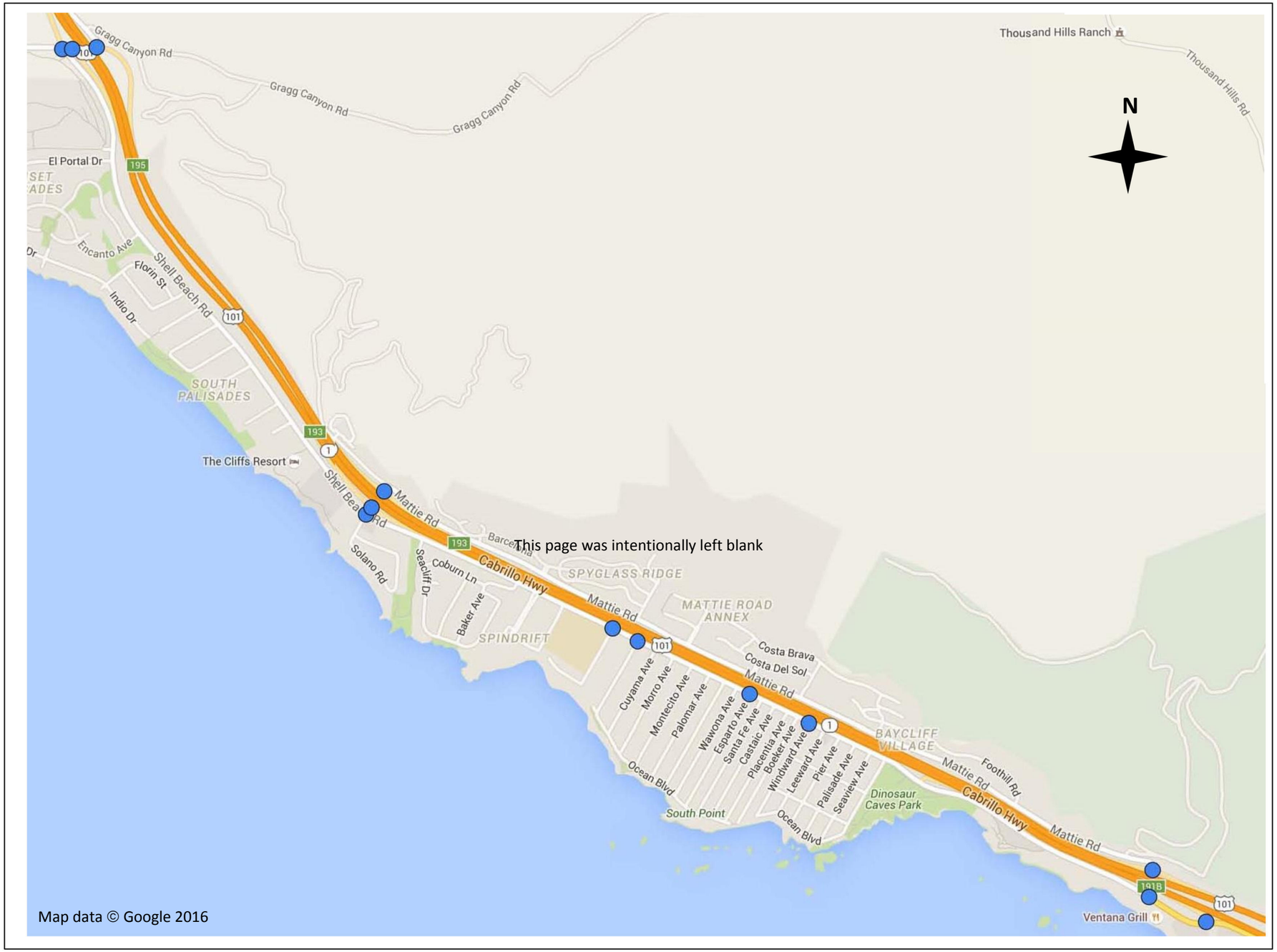

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Exhibit 17B– Greater Pismo Beach Study Area

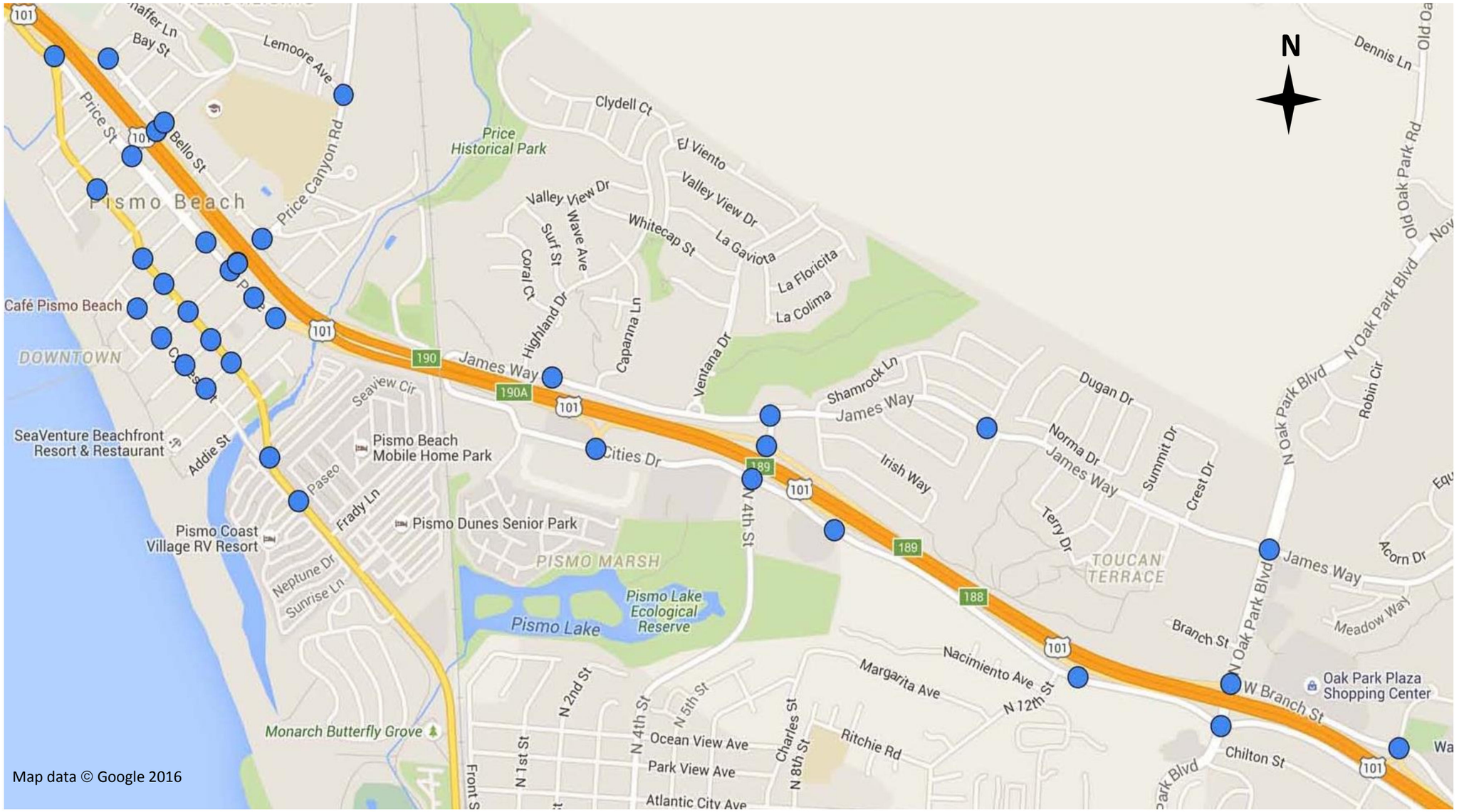

Exhibit 18A – Existing Weekday PM Peak Hour Volumes

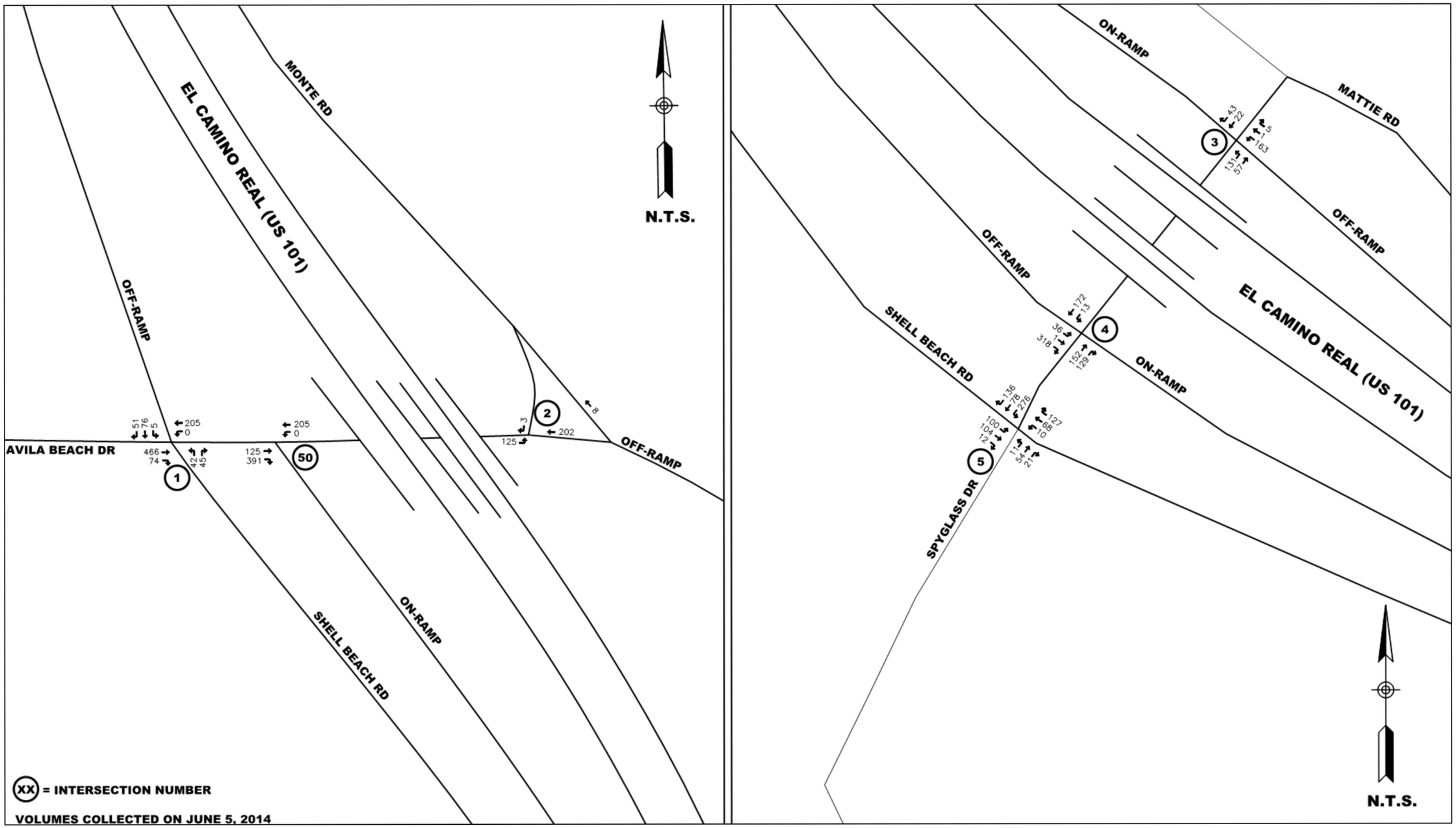

Exhibit 18B – Existing Weekday PM Peak Hour Volumes (continued)

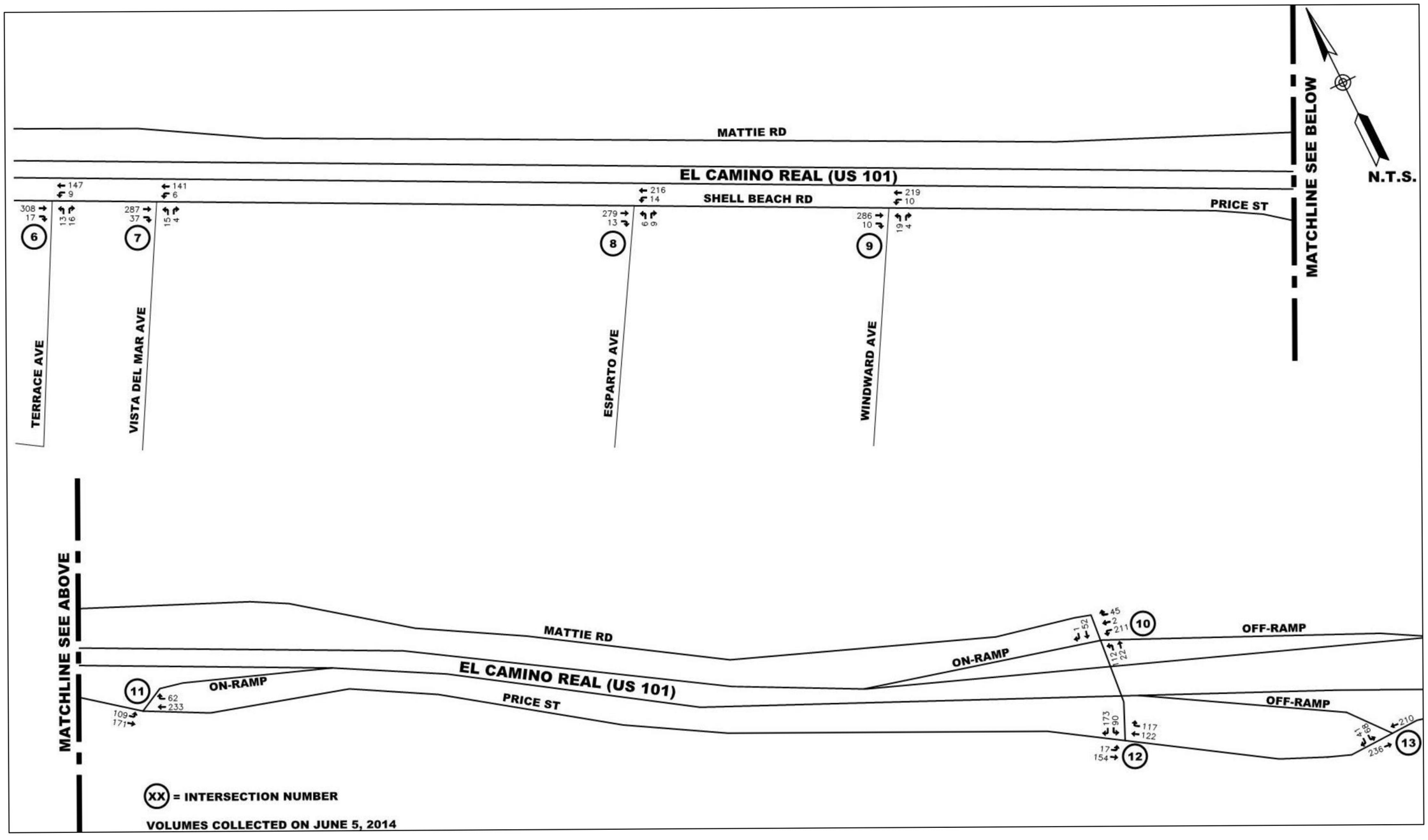

Exhibit 18C – Existing Weekday PM Peak Hour Volumes (continued)

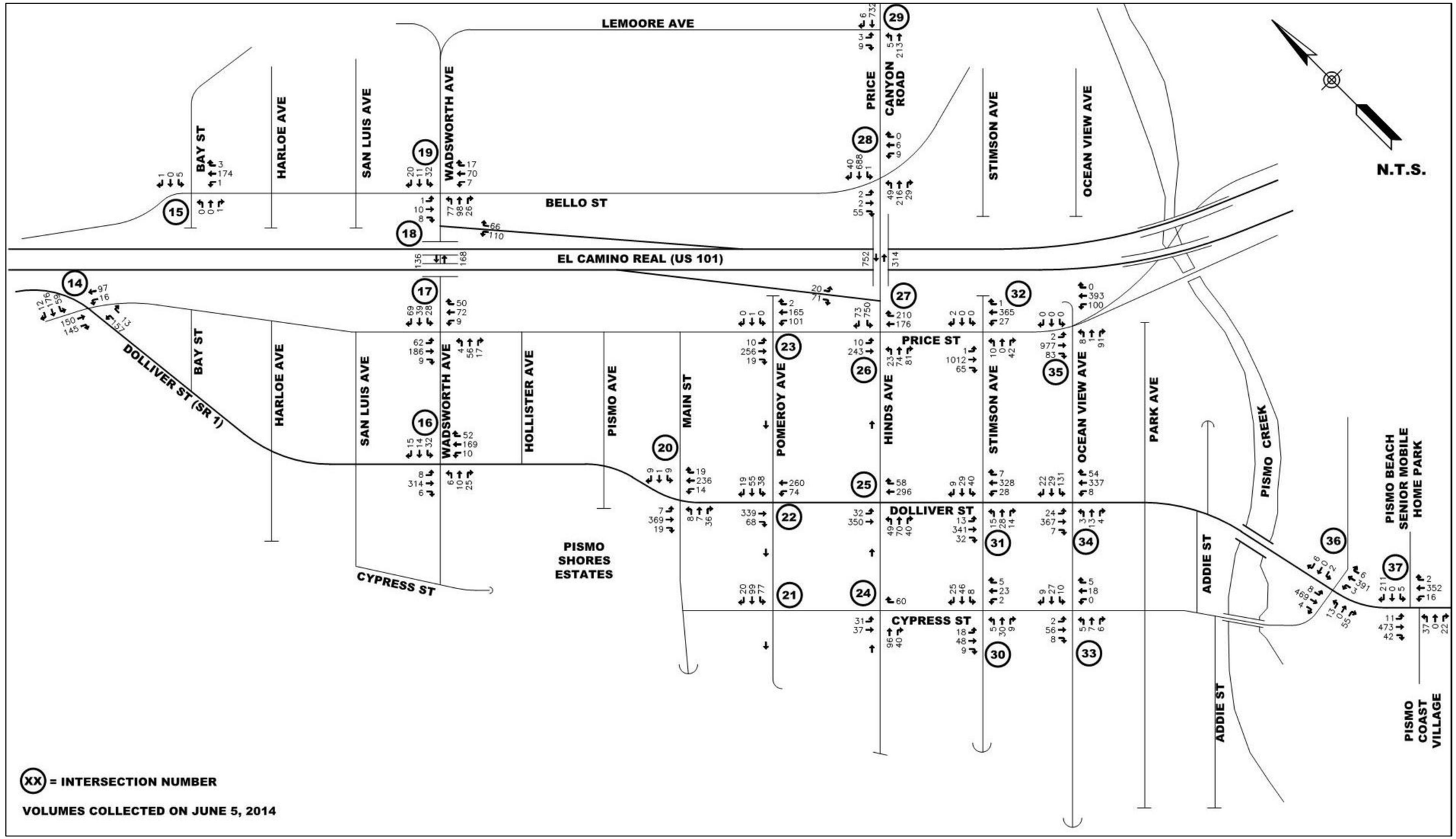

Exhibit 18D – Existing Weekday PM Peak Hour Volumes (continued)

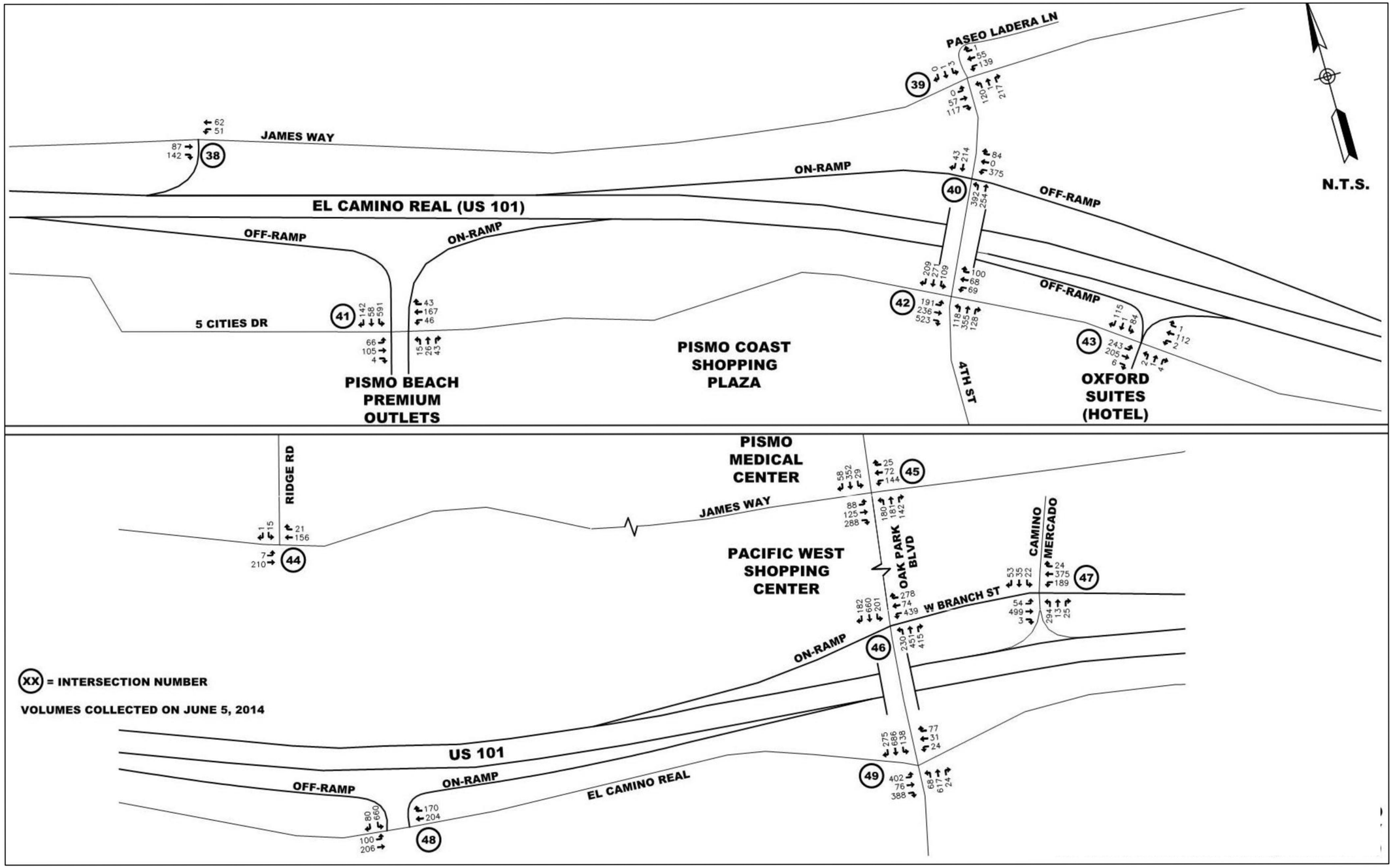

Exhibit 19 – Existing Summer Sunday Midday Peak Hour Volumes

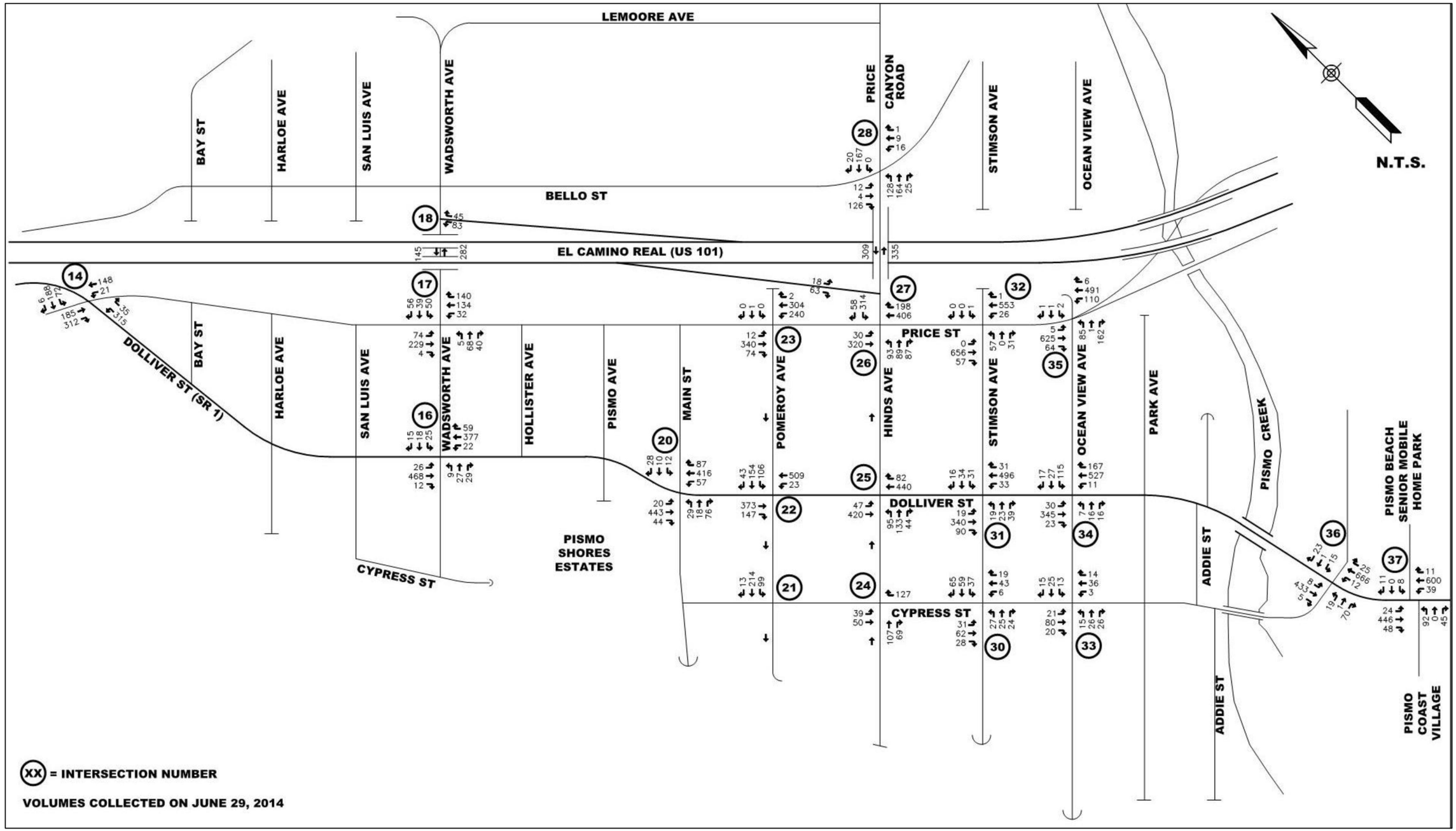

Exhibit 20 – Existing Memorial Day Sunday Midday Peak Hour Volumes

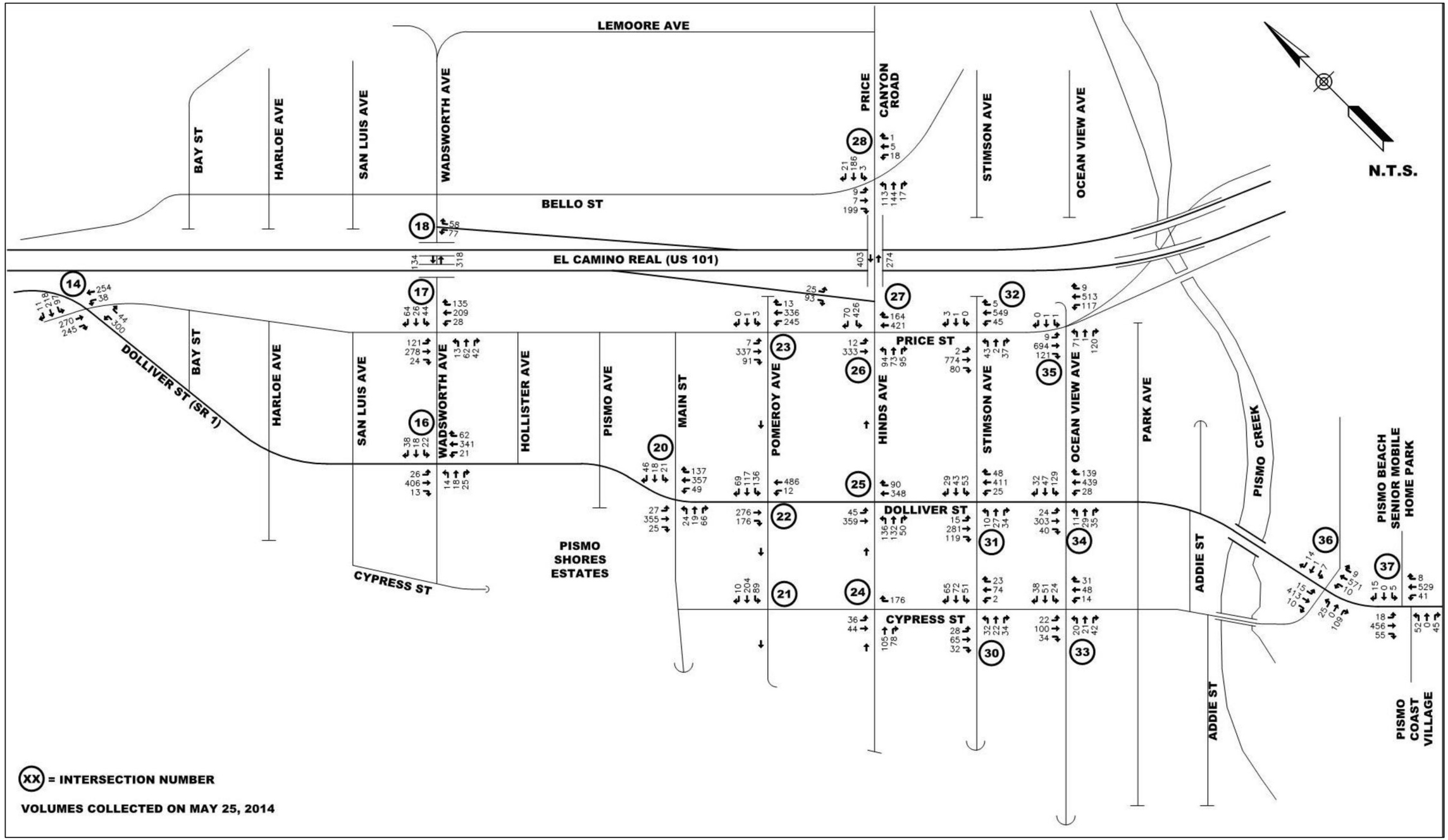

Exhibit 21 – Intersection Levels of Service Existing Conditions

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditons						Existing Conditions With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
1	Shell Beach Road - US 101 SB Ramps	Avila Beach Drive	NB 1-L/R SB 1-L/T, 1-R EB 1-T/R WB 1-L/T	Two-Way Stop *(County)*	**C/D** Side Street	4.2 21.3	A C											
2	Monte Road	Avila Beach Drive - US 101 NB Ramps	SB 1-R EB 1-L WB 1-T/R	Two-Way Stop *(County)*	**C/D** *Side Street*	3.0 9.4	A A											
3	Spyglass Drive	US 101 NB Ramps	NB 1-L, 1-T SB 1-T/R EB 1-L, 1-T/R	One-Way Stop	**C/D** *Side Street*	8.1 14.5	A B											
4	Spyglass Drive	US 101 SB Ramps	NB 1-T/R SB 1-L, 1-T WB 1-L/T, 1-R	One-Way Stop	**C/D** *Side Street*	5.4 12.1	A B											
5	Spyglass Drive	Shell Beach Road	NB 1-L/T/R SB 1-L, 1-T, 1-R EB 1-L, 1-T/R WB 1-L, 1-T, 1-R	All-Way Stop	**C**	13.4	B											
6	Terrace Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L, 1-T	All-Way Stop	**C**	9.7	A											
7	Vista Del Mar Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L/T	All-Way Stop	**C**	9.2	A											
8	Esparto Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L/T	All-Way Stop	**C**	9.3	A											
9	Windward Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L/T	All-Way Stop	**C**	9.4	A											
10	Mattie Road	US 101 NB Ramps	NB 1-L/T SB 1-T/R EB 1-L, 1-T/R	One-Way Stop	**C/D** *Side Street*	7.0 12.0	A B											

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)

Exhibit 21 – Intersection Levels of Service Existing Conditions (Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditons						Existing Conditions With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
11	US 101 SB On-ramp	Price Street	EB 1-L/T WB 1-T/R	None	**C** *Side Street*	0.0 0.0	A A											
12	Mattie Road	Price Street	SB 1-L, 1-R EB 1-L/T WB 1-T/R	Signal	**C**	6.6	A											
13	US 101 SB Off-ramp	Price Street	SB 1-L, 1-R EB 1-T WB 1-T	One-Way Stop	**C/D** *Side Street*	2.3 11.6	A B											
14	US 101 SB Off-ramp - Dolliver Street (SR 1)	Price Street	NB 1-L, 1-R SB 1-L, 1-T, 1-R EB 1-T/R WB 1-L/T	All-Way Stop	**C/D**	14.0	B	43.0	E	48.6	E	***7.4***	***A***	***12.4***	***B***	***16.3***	***C***	**Roundabout**
15	US 101 NB On-ramp - Bello Street	Bay Street	NB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	0.3 9.5	A A											
16	Dolliver Street (SR 1)	Wadsworth Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	2.4 15.1	A C	3.5 32.0	A D	4.0 27.0	A D							
17	Price Street	Wadsworth Avenue	NB 1-L/T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	**C**	9.4	A	12.0	B	14.1	B							
18	US 101 NB Off-ramp	Wadsworth Avenue	NB 1-L, 1-R EB 1-T WB 1-T	One-Way Stop	**C/D** *Side Street*	5.2 9.9	A A	3.0 11.3	A B	3.0 11.4	A B							
19	Bello Street	Wadsworth Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	**C**	8.4	A											
20	Dolliver Street (SR 1)	Main Street	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	1.6 15.2	A C	18.2 **146.7**	C **F**	42.4 **248.8**	E **F**	***1.5*** ***14.8***	***A*** ***B***	***8.8*** ***60.4***	***A*** ***F***	***18.4*** ***111.5***	***C*** ***F***	**Eliminate 1 On-Street Parking Space to Accommodate Right Turn Lane on Westbound Main**

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)

Exhibit 21 – Intersection Levels of Service Existing Conditions (Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditons						Existing Conditions With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
21	Cypress Street	Pomeroy Avenue	WB 1-L/T/R	One-Way Stop	**C** *Side Street*	16.1 16.3	C C	* *	F F	* *	F F	***5.5***	***A***	***4.8***	***A***	***5.1***	***A***	**Signal with Pedestrian Scramble**
22	Dolliver Street (SR 1)	Pomeroy Avenue	NB 1-L/T SB 1-T/R WB 1-L, 1-T/R	Signal	**C/D**	17.4	B	65.0	E	210.1	F	***9.3***	***A***	***24.6***	***C***	***39.4***	***D***	**Eliminate On-Street Parking to Accommodate Right Turn Lane on Southbound Dolliver**
23	Price Street	Pomeroy Avenue	NB 1-L, 1-T/R SB 1-L/T/R WB 1-L/T/R	All-Way Stop	**C**	9.3	A	12.2	B	12.7	B							
24	Cypress Street	Hinds Avenue	NB 1-R SB 1-L.T EB 1-T/R	All-Way Stop	**C**	7.6	A	8.1	A	8.3	A							
25	Dolliver Street (SR 1)	Hinds Avenue	NB 1-T/R SB 1-L/T EB 1-L/T, 1-T/R	Signal	**C/D**	5.7	A	35.8	D	144.2	F	***6.5***	***A***	***19.7***	***B***	***26.6***	***C***	**Eliminate On-Street Parking to Accommodate Right Turn Lane on Northbound Dolliver**
26	Price Street	Hinds Avenue	NB 1-T, 1-T/R SB 1-L/T, 1-T EB 1-L, 1-T/R WB 1-L, 1-L/R	Signal	**C**	14.1	B	13.2	B	14.8	B	14.1	B	13.2	B	14.8	B	**1. Review signal timing to minimize SB Hinds queue** **2. Consider widening Hinds bridge over US 101 to mitigate SB Hinds queue**
27	US 101 SB Off-ramp	Hinds Avenue	SB 1-L, 1-R EB 1-T WB 2-T	One-Way Stop	**C/D** *Side Street*	1.2 30.4	A D	1.2 10.9	A B	1.7 12.0	A B							
28	Bello Street	Price Canyon Road	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Two-Way Stop	**C** *Side Street*	1.6 30.4	A D	4.1 18.1	A C	5.1 19.0	A C							
29	Lemoore Avenue	Price Canyon Road	NB 1-L, 1-T SB 1-T/R EB 1-L/R	One-Way Stop	**C** *Side Street*	0.2 16.0	A C											
30	Cypress Street	Stimson Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C** *Side Street*	6.2 10.3	A B	12.9 22.6	B C	15.2 28.6	C D	***6.5*** ***10.4***	***A*** ***B***	***14.0*** ***24.2***	***B*** ***C***	***18.2*** ***33.1***	***C*** ***D***	**Implement Ocean View - Stimson Couplet**

Notes:

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3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)

Exhibit 21 – Intersection Levels of Service Existing Conditions (Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditons						Existing Conditions With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
31	Dolliver Street (SR 1)	Stimson Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	4.9 32.3	A D	5.0 40.0	A E	8.1 54.9	A F	***8.4***	***A***	***7.4***	***A***	***8.6***	***A***	**Implement Ocean View - Stimson Couplet and Signal**
32	Price Street	Stimson Avenue	NB 1-L/T/R SB 1-L/T, 1-T/R EB 1-L/T, 1-R WB 1-L/T/R	Two-Way Stop	**C** *Side Street*	1.0 23.4	A C	3.9 58.5	A F	4.7 80.5	A F	***1.1*** ***9.7***	***A*** ***A***	***1.0*** ***21.9***	***A*** ***C***	***1.2*** ***10.7***	***A*** ***B***	**Implement Ocean View - Stimson Couplet and Price Street Restriping**
33	Cypress Street	Ocean View Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C** *Side Street*	4.2 9.9	A A	6.5 12.7	A B	7.2 15.0	A B	***3.6*** ***10.1***	***A*** ***B***	***5.4*** ***13.3***	***A*** ***B***	***6.3*** ***14.9***	***A*** ***B***	**Implement Ocean View - Stimson Couplet**
34	Dolliver Street (SR 1)	Ocean View Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	10.3 52.9	B F	28.3 221.8	D F	45.8 264.1	E F	***1.1*** ***17.6***	***A*** ***C***	***1.3*** ***21.1***	***A*** ***C***	***2.1*** ***21.1***	***A*** ***C***	**Implement Ocean View - Stimson Couplet**
35	US 101 Ramps - Price Street	Ocean View Avenue	NB 1-L, 1-T/R SB 1-L, 1-T, 1-R EB 1-L/T, 1-R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	2.6 30.9	A D	13.1 76.6	B F	11.4 91.2	B F	***1.8*** ***18.6***	***A*** ***C***	***8.1*** ***37.0***	***A*** ***E***	***6.5*** ***37.3***	***A*** ***E***	**Implement Ocean View - Stimson Couplet and Price Street Restriping**
36	Dolliver Street (SR 1)	Cypress Street - Holiday RV Park Ent.	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	1.1 13.0	A B	1.8 18.0	A C	2.2 15.8	A C							
37	Dolliver Street (SR 1)	Pismo Beach Senior MHP - Pismo Coast Village	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	Signal	**C/D**	7.2	A	11.0	B	9.9	A							
38	US 101 NB On-ramp	James Way	EB 1-T/R WB 1-L, 1-T	None	**C/D** *Side Street*	0.0 0.0	A A											
39	Fourth Street - Paseo Ladera Lane	James Way	NB 1-L/T, 1-R SB 1-L/T/R EB 1-L/T, 1-R WB 1-L, 1-T/R	All-Way Stop	**C**	10.0	A											
40	Fourth Street	US 101 NB Ramps	NB 2-L, 2-T SB 1-T, 1-T/R EB 1-L, 1-T/R	Signal	**C/D**	12.1	B											

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5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)

Exhibit 21 – Intersection Levels of Service Existing Conditions (Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditons						Existing Conditions With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
41	US 101 SB Ramps - Outlets Main Entrance	Five Cities Drive	NB 1-L, 1-T/R SB 1-L, 1-L/T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	**C/D**	27.1	C											
42	Fourth Street	Five Cities Drive	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	**C**	**36.3**	**D**					***26.8***	***C***					**Add Right Turn Overlap Phase on Eastbound Five Cities Drive**
43	US 101 SB Ramps - Hotel Driveway	Five Cities Drive - El Camino Real	NB 1-L/T/R SB 1-L/T, 1-R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	**C/D**	13.8	B											
44	Ridge Road	James Way	SB 1-L/R EB 1-L, 1-T WB 1-T/R	All-Way Stop	**C**	9.0	A											
45	Oak Park Boulevard	James Way	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	**C**	25.7	C											
46	Oak Park Boulevard	US 101 NB On-Ramp - West Branch Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R WB 1-L, 1-L/T, 1-R	Signal	**C**	11.1	B											
47	Camino Mercado-US 101 NB Ramps	West Branch Street	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T	Signal *(Arroyo Grande)*	**C/D**	28.3	C											
48	US 101 SB Ramps	El Camino Real	SB 1-L, 1-L/R EB 1-L/T WB 1-T/R	All-Way Stop *(Grover Beach)*	**C/D**	**33.8**	**D**					***10.1***	***B***					**Signal**
49	Oak Park Boulevard	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-R EB 1-L, 1-L/T, 1-R WB 1-L, 1-T/R	Signal	**C**	22.3	C											
50	US 101 SB On-ramp	Avila Beach Drive	EB 1-T/R WB 1-L/T	None *(County)*	**C/D** *Side Street*	0.0 0.0	A A											

Notes:

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5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
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7. * = Delay is over 300 seconds (5 minutes)

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Exhibit 22A – Intersection Operations Existing Weekday PM Peak Hour

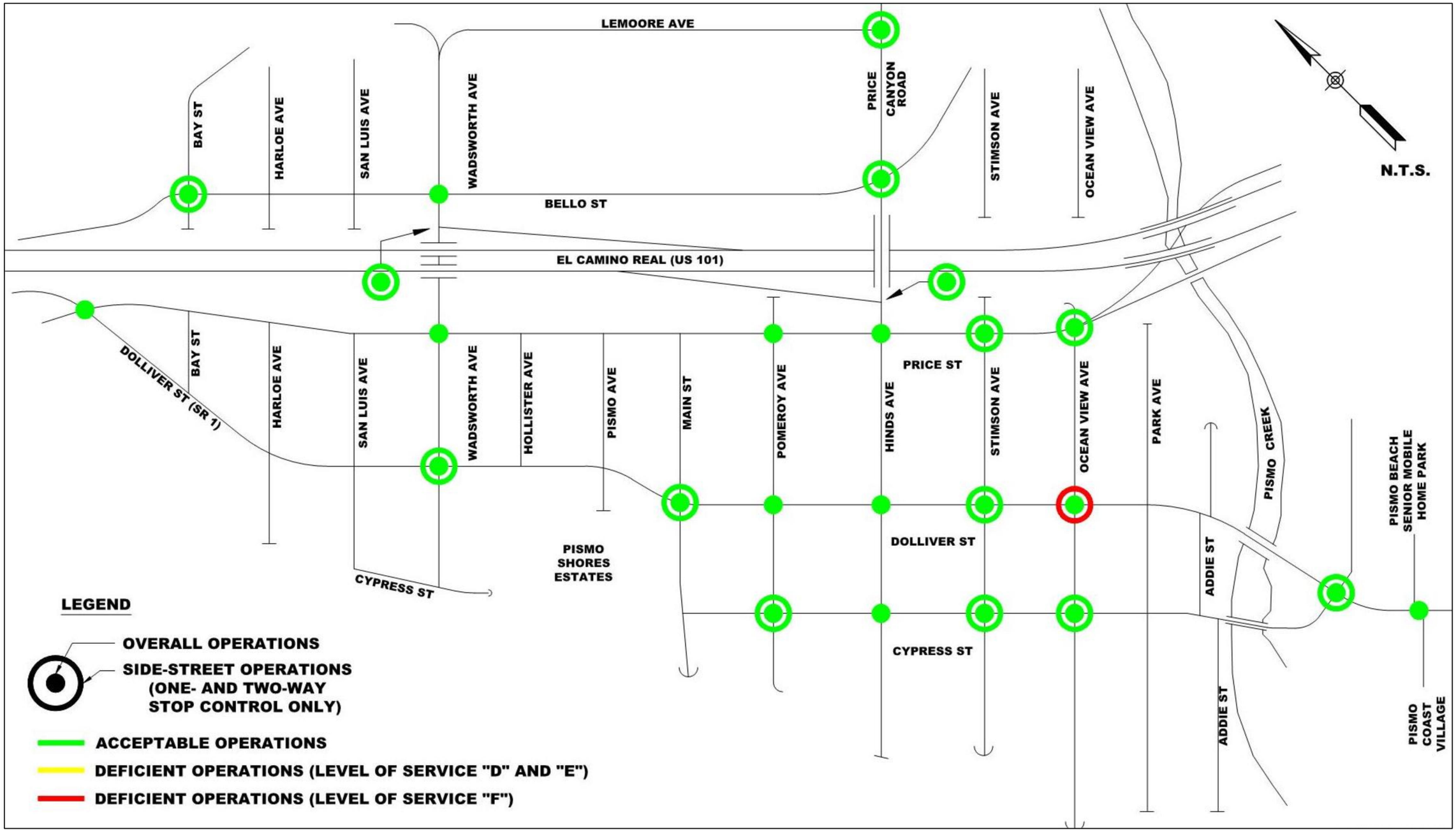


Exhibit 22B – Intersection Operations Existing Weekday PM Peak Hour (Continued)

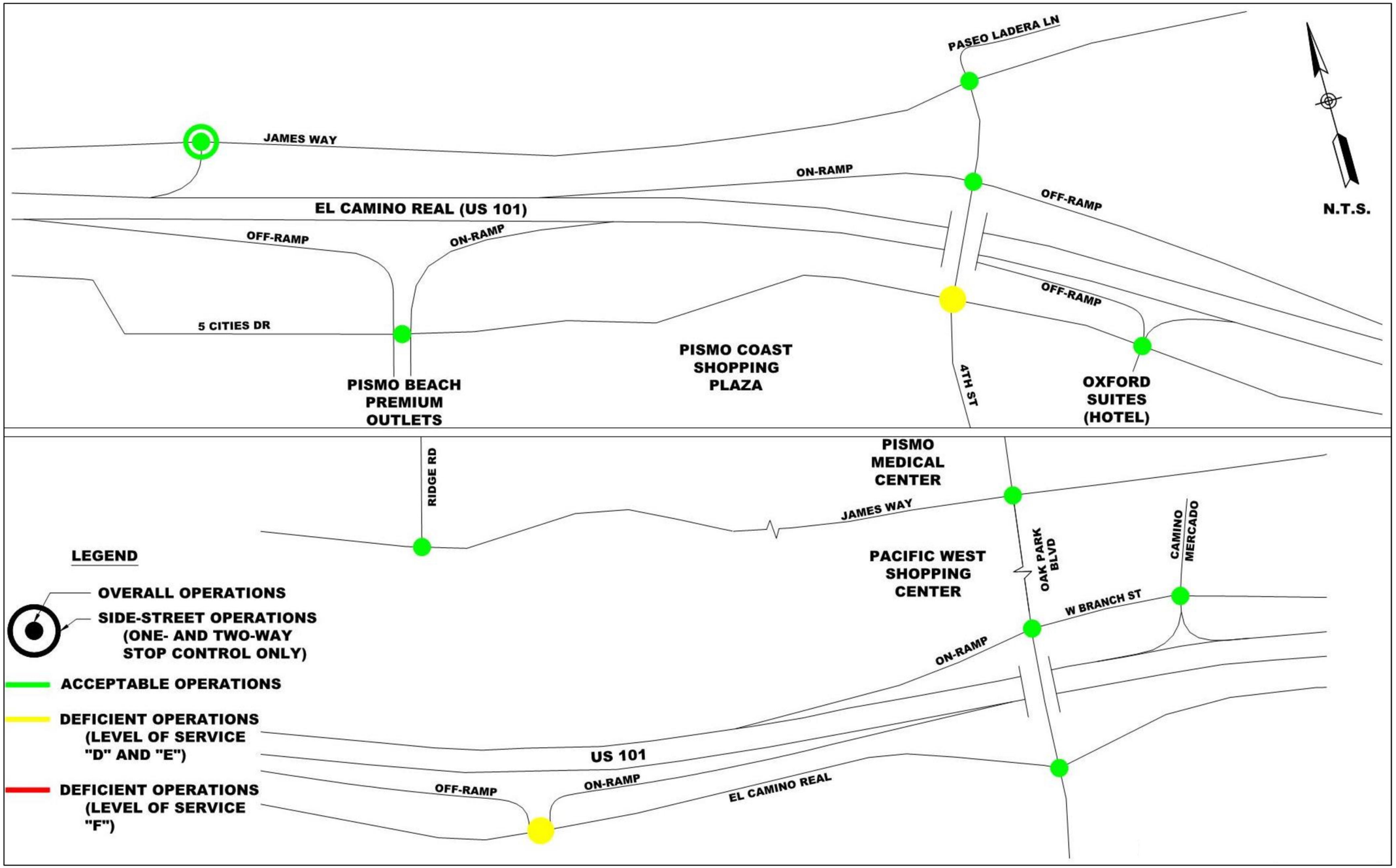


Exhibit 23 – Intersection Operations Existing Summer Sunday Midday Peak Hour

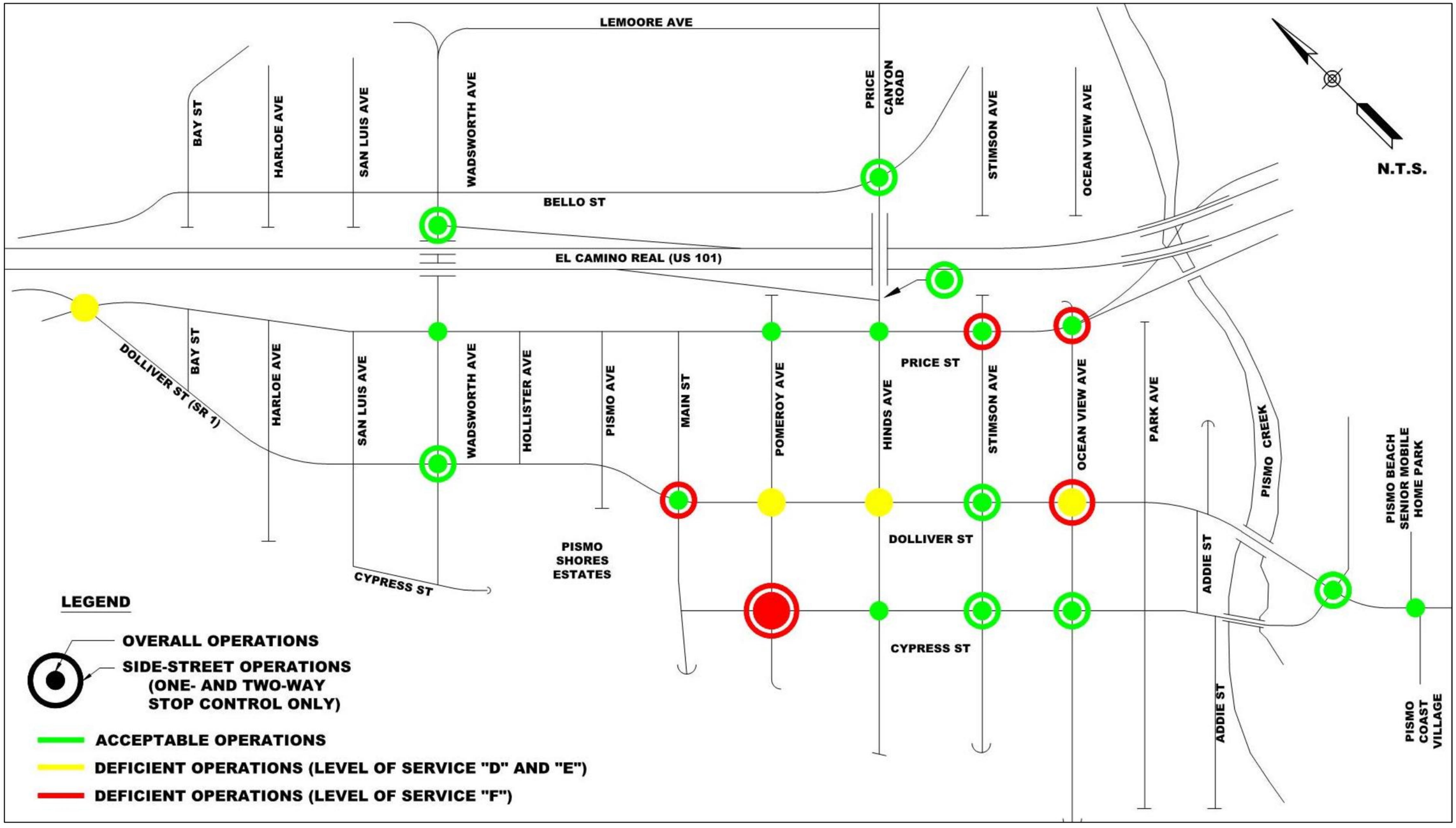
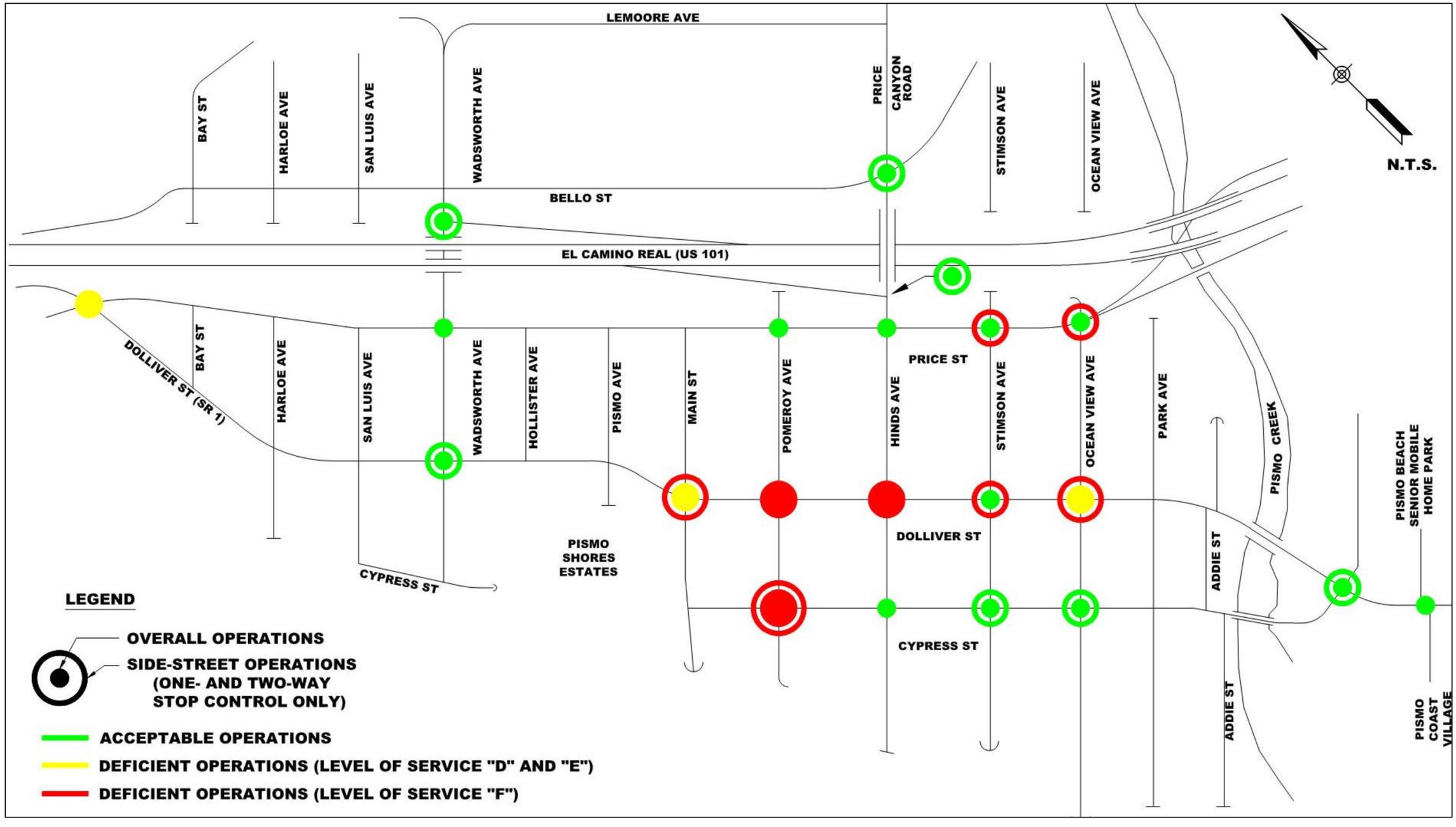


Exhibit 24 – Intersection Operations Existing Memorial Day Sunday Midday Peak Hour



K. Community Participation

Public participation played an essential role in this Study. Public input was solicited especially regarding existing conditions for bicyclists and pedestrians, desired bicycling and walking infrastructure, and types of support facilities or programs needed to improve bicycling in Pismo Beach. Public input was also used to generally develop and prioritize recommended network improvements.

Stakeholders within the community were interviewed, including city staff, the Parking Advisory Committee, the Pismo Beach City Council, the Pismo Beach Chamber of Commerce, and city residents. Other adjacent cities were also contacted, such as the Cities of Arroyo Grande and Grover Beach, as well as other agencies whose jurisdictions are either adjacent to or within portions of Pismo Beach, such as County of San Luis Obispo, Caltrans, and the San Luis Obispo Council of Governments (SLOCOG). A brief summary of the common themes identified by the stakeholders follows below. A full summary of the stakeholder comments is included in **Appendix C**.

Common themes identified by the stakeholders included the following:

1. Parking capacity and circulation demand varies with the peak season, with very high demand during the summer months and little demand during other times of the year.
2. General desire for a new parking structure within the downtown core. However, it was understood that public spending for a parking structure that may only be used for three months out of the year makes this fiscally challenging.
3. The Pomeroy-Hinds one-way couplet had greatly reduced collision rates at the Price Street / Hinds Avenue intersection. Other one-way couplets within the downtown area may be useful.
4. Price Street between Price Canyon Road and the US 101 Ramps at the south side of Downtown is used as a primary thoroughfare for commuters to and from San Luis Obispo. Extending Price Street to Five Cities Drive and adding other frontage roads to US 101 would allow for these and other local trips to avoid using the freeway when traveling between southeastern and downtown Pismo Beach.
5. Strategically placed satellite parking lots (i.e., park and ride lots) are being considered to serve bus routes along US 101. Some of the satellite parking lots are within the City of Pismo Beach.

The City also hosted two public workshops to encourage public feedback on existing circulation issues for all modes of transportation in Pismo Beach. The purpose of the first workshop was to provide an opportunity for members of the public to identify key transportation and circulation issues (including bicycle and pedestrian related issues) throughout the City of Pismo Beach. The second workshop was held to summarize the findings of the analysis, including identifying existing and future circulation problems and corresponding solutions, and physical or operational improvements needed citywide. The workshops were held on:

- *Wednesday, September 17, 2014 from 6:00 PM to 8:00 PM* – at City Hall (Council Chambers), 760 Mattie Road, Pismo Beach.
- *Wednesday, January 7, 2015 from 6:00 PM to 8:00 PM* – at City Hall (Council Chambers), 760 Mattie Road, Pismo Beach.

Summaries of each public workshop are provided in **Appendix D.**

The following points of discussion during the first workshop are summarized in **Exhibit 25 (Page 54)**. (A summary of the second workshop can be found in **Chapter 5** of this document.)

Exhibit 25 – Public Comments from September 2014 Workshop

Item No.	Comment
1.	Elevated Pedestrian Boardwalk – Important to construct between Pier and Shell Beach along hotel beach frontage. Would provide safe, attractive alternative to driving. Would alleviate parking demand within the downtown and enhance local connectivity.
2.	Attractive, Clean Streets – Important to provide. Should feature wide sidewalks, visible bicycle facilities, working streetlights, and readable directional signs.
3.	Emphasis Away from Vehicle Level of Service in Downtown – Should instead focus on efficient use of existing and proposed parking facilities, maintaining high-level of pedestrian usability, increase bicycle use, and increase public safety. However, should use criteria to determine investment in future capital projects.
4.	High Visitor Demand to Pismo Beach Area: a. 2.4 million visitors to Pismo Beach each year b. 1+ million visitors to Pismo State Park (specifically the Dunes) each year c. $600,000 in sales tax generated in Pismo Beach each year from tourist activity d. Hotel Occupancy – an annual average of about 70%, much higher during the peak season and much lower during the off-season
5.	Paid Parking: a. 200,000 cars utilize paid parking facilities annually b. Average length of stay in paid parking – 2 hours c. Visitors within campgrounds, hotels and RV parks park for free
6.	Bus Tour Groups – not common: a. Few areas for buses to stage within downtown b. Hotels within downtown charge more than outside of downtown
7.	Hotels, RV Parks and Vacation Rentals have high occupancy: a. 75% to 80% of Transient Occupancy Tax is generated by hotels, followed by vacation rentals and RV parks b. RV park occupancy never drops below 85% during summer months and approaches 100% during holidays and peak summer periods c. Person Occupancies: i. Hotel – 2.1 person/room (estimated) ii. RV Parks – above 2.1 persons/RV
8.	Tourist Activity Growth: a. Most visitors to Pismo Beach are driving from within a 5-hour radius, including from the Los Angeles, San Francisco, and Central Valley metropolitan areas. Growth in population within those areas will lead to tourist growth within Pismo Beach b. Transient Occupancy Tax is not good measure of past tourist growth, as increase is more tied to increased room rates rather than increased demand c. Building permits and retail sales are up dramatically within the year. Sales tax may be used to project future retail growth in Pismo Beach
9.	Other Traffic Issues: a. Many visitors drive, walk, and bicycle into the downtown from hotels and RV parks located outside of downtown b. Number of surreys and bicycles within downtown are increasing c. Parking demand has remained relatively flat – annual paid parking occupancy changed from 35% to 39% over six years d. More demand for hotel and RV area parking than downtown parking

In addition, a workshop exercise was conducted to discuss specific street network and congestion issues within the greater Pismo Beach region. **Exhibit 26 (Page 55)** summarizes those network issues.

Exhibit 26 – Street Network Issues Discussed at September 2014 Workshop

Item No.	Network Issue
1.	Trail parking at Cave Landing and Shell Beach Road (near Avila Beach) creates potential traffic hazard, as well as parking availability issues on El Portal Drive and Indio Drive (adjacent residential roadways) for trail users.
2.	Southbound US 101 merge from three lanes to two lanes, between Avila Beach Drive and Spyglass Drive and creates traffic congestion on US 101.
3.	Increasing congestion at the Spyglass Drive / Shell Beach Road intersection during peak hours.
4.	Mattie Road sidewalks and bicycle lanes are not connected to the rest of the city: a. Lack of sidewalk or bicycle lanes on Spyglass Drive between Mattie Road and Shell Beach Road. b. No striped bike lane along northbound Mattie Road. c. Lack of sidewalk along Mattie Road between 2400 Mattie Road and just south of Bayview Lane (i.e., Spyglass Drive). d. Lack of sidewalk and bicycle lanes between 1050 Mattie Road and Price Street. e. Bicycle lanes on Price Street near Mattie Road ends abruptly.
5.	Left turn from Price Street onto Wadsworth Avenue is problematic.
6.	Turning movement conflicts at Price Street / Dolliver Street (SR 1) – Southbound US 101 Off-Ramp cause traffic to back up onto southbound US 101.
7.	Lack of crosswalks across Dolliver Street (SR 1) creates pedestrian/vehicle conflicts and a safety hazard, especially during peak hours and peak season.
8.	Lack of surface street connections between north and south Pismo Beach. Extend Price Street to Five Cities Drive to relieve congestion at Five Cities Drive/US 101 interchange and provide direct pedestrian and transit connection to downtown.
9.	Major Perceived Traffic Congestion Locations (outside of downtown): a. Price Street / Hinds Avenue (Price Canyon Road) b. Oak Park Boulevard / US 101 Interchange c. Fourth Street / James Way d. Five Cities Drive / US 101 Interchange
10.	Major Perceived Traffic Congestion Locations (within downtown): a. Dolliver Street (SR 1) / Pomeroy Avenue b. Dolliver Street (SR 1) / Stimson Avenue c. Dolliver Street (SR 1) / Ocean View Avenue d. Price Street / Ocean View Avenue e. Price Street / Stimson Avenue f. Price Street / Hinds Avenue (Price Canyon Road) g. Price Street /Pomeroy Avenue
11.	Consider One-Way Turning Movements and Road Reconfiguration at: a. Ocean View Avenue b. Stimson Avenue c. Hinds Avenue d. Pomeroy Avenue
12.	Provide a pedestrian bridge across the Union Pacific Railroad tracks from James Way/Five Cities Drive to Pismo Beach Sports Complex on Frady Lane.
13.	Replace the US 101 bridge over Frady Lane and Pismo Creek to improve vehicular and emergency travel time for traffic underneath bridge.
14.	Consider converting part of Cypress Street into a bicycle boulevard, including lane configurations with one-way and two-way vehicle travel.

Possible future downtown and recreational parking areas were also suggested. These sites could provide access to the downtown, the future boardwalk promenade extension and the Pismo Preserve trailhead. **Exhibit 27** summarizes these suggestions. Other issues discussed are summarized in **Exhibit 28**.

Exhibit 27 – Suggested Future Parking Areas Discussed at September 2014 Workshop

Item No.	Suggested Future Parking Area
1.	New public parking lot off Terrace Avenue at Shell Beach Elementary School.
2.	Pismo Preserve trailhead at 850 Mattie Road (in addition to paving an existing dirt parking area along Price Street near Mattie Road)
3.	Kon Tiki Inn hotel, Steamers restaurant and Bank of America building near the intersection of Price and Dolliver (SR 1) Streets, including below-grade parking structures.
4.	Pismo Beach Self Storage site on Five Cities Drive.

Exhibit 28 – Other Issues Discussed at September 2014 Workshop

Item No.	Other Item
1.	Southbound US 101 off-ramp to Hinds Avenue – preserve, because it provides direct freeway access to downtown.
2.	Perhaps add signing to direct RV traffic from northbound US 101 to use Price Street, Pomeroy Avenue, and Dolliver Street (SR 1) and avoid Ocean View Avenue. Direct RV traffic bound for southbound US 101 to use Dolliver Street (SR 1), Hinds Avenue, and Price Street to avoid Ocean View Avenue.
3.	Color the existing bike lanes along Dolliver Street (SR 1).
4.	Vehicles utilize the one-lane bridge on Cypress Street over Pismo Creek to exit the downtown during high traffic periods.
5.	Pedestrians and bicyclists also use the Cypress Street bridge.
6.	Optimize downtown parking by adding spaces where possible and removing red curb and consolidating driveways.
7.	Heavy pedestrian traffic along Pomeroy Avenue near pier.
8.	Congestion on Hinds Avenue (Price Canyon Road) between Price Street and Bello Street

3. General Plan Buildout Conditions

A. Weekday PM – Volume Derivation

SLOCOG manages a transportation demand model that forecasts future traffic growth throughout San Luis Obispo County, including Pismo Beach in the Year 2035. This model, updated in 2014, was modified to add additional land use and street network detail in Pismo Beach to create a citywide model for Pismo Beach. The Existing Conditions model (i.e., Year 2010) land use information was updated in Pismo Beach to reflect 2014 conditions (i.e., the Year 2014 model). The resulting existing and 2035 volumes from the Pismo Beach model are included in **Appendix E**, in addition to the documentation of the SLOCOG model modifications.

Appendix F tabulates the net change in land use in the Pismo Beach area between the Existing Year model (Year 2014) and the Future Year model (Year 2035). In total, an additional 476 new homes (286 single family and 190 multi-family) and 690 new jobs are anticipated by both SLOCOG and the Pismo Beach Planning Department in Pismo Beach by the Year 2035. The net change in land use in **Appendix F** has been estimated for each of the 17 Neighborhood Planning Areas defined in the 1992 General Plan. For reference, **Appendix F** also includes the 1992 General Plan Neighborhood Planning Area Map. The Neighborhood Planning Areas where the highest growth in housing is expected include Area N - Oak Park Heights (144 dwelling units-d.u.), Area K - Commercial Core (103 d.u.), Area P - Pismo Heights and Freeway Foothills (101 d.u.) and Area B - South Palisades (48 d.u.). These represent 406 dwelling units, or 85% of the citywide growth. The remaining residential growth is scattered throughout the city. Most of the employment is anticipated in the hospitality and retail industries, primarily in Areas K (future downtown hotels) and N (retail).

The average percentage growth in volume forecasted on city streets from 2014 to 2035 was determined for six distinct regions of the city. This was then applied to forecast the resulting traffic volumes at each intersection in the study area. The future percentage growth will vary by region, ranging from a low of 12% to a high of 28% over existing conditions, averaging about 19% at study intersections citywide. **Appendix G** provides a table summarizing the growth factor for each intersection.

Exhibits 29A-C (Pages 59-62) depict the existing and future Weekday PM peak hour segment traffic volumes in the Pismo Beach region along city streets, the US 101 freeway, and freeway on- and off-ramps. Overall, the Pismo Beach region is projected to experience an overall 15% growth in traffic volumes along all city streets, freeways, and ramps between 2014 and 2035.

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Exhibit 29A – Weekday PM Peak Hour Segment Volumes on Greater Pismo Beach Area – Roadways

Street Name	Limits	Direction	Actual Count (2014)			Existing Model (2014)			Percent	Buildout Model (2035)			Percent
			N or E	S or W	Total	N or E	S or W	Total	Existing	N or E	S or W	Total	Growth
Avila Beach Drive	Shell Beach Road - US 101 SB Offramp to US 101 SB Onramp	E-W	516	205	721	363	147	510	71%	393	149	542	6%
Bello Street	Price Canyon Road to Bay Street	N-S	178	68	246	330	85	415	169%	321	88	410	-1%
Cypress Street	Dolliver Street (SR 1) to Ocean View Avenue	N-S	23	72	95	11	148	159	167%	20	194	215	35%
Cypress Street	Ocean View Avenue to Stimson Avenue	N-S	32	66	98	11	155	166	169%	21	203	225	35%
Cypress Street	Stimson Avenue to Hinds Avenue	N-S	60	77	137	2	137	138	101%	2	166	169	22%
Cypress Street	Hinds Avenue to Pomeroy Avenue	N-S	N/A	77	77	N/A	185	185	240%	N/A	232	232	26%
Cypress Street	Pomeroy Avenue to Main Street	N-S	20	N/A	20	47	N/A	47	234%	50	N/A	50	6%
Dolliver Street (SR 1)	South of Pismo Beach Senior MHP - Pismo Coast Village	N-S	370	500	870	174	502	676	78%	219	664	883	31%
Dolliver Street (SR 1)	Pismo Beach Senior MHP - Pismo Coast Village to Cypress Street - Holiday RV Park Ent.	N-S	600	526	1126	215	588	803	71%	261	754	1015	26%
Dolliver Street (SR 1)	Cypress Street - Holiday RV Park Ent. to Ocean View Avenue	N-S	410	502	912	230	470	700	77%	267	591	858	23%
Dolliver Street (SR 1)	Ocean View Avenue to Stimson Avenue	N-S	363	398	761	124	245	369	48%	148	323	471	28%
Dolliver Street (SR 1)	Stimson Avenue to Hinds Avenue	N-S	354	390	744	134	213	347	47%	167	284	451	30%
Dolliver Street (SR 1)	Hinds Avenue to Pomeroy Avenue	N-S	345	382	727	168	210	378	52%	212	284	496	31%
Dolliver Street (SR 1)	Pomeroy Avenue to Main Street	N-S	279	414	693	104	151	254	37%	130	220	350	37%
Dolliver Street (SR 1)	Main Street to Wadsworth Avenue	N-S	253	395	648	117	176	293	45%	140	247	386	32%
Dolliver Street (SR 1)	Wadsworth Avenue to Price Street	N-S	190	337	527	80	140	220	42%	96	203	299	36%
Dolliver Street (SR 1)	North of Price Street	N-S	N/A	247	247	N/A	88	88	36%	N/A	105	105	19%
Esparto Avenue	South of Shell Beach Road	N-S	15	27	42	0	0	0	0%	0	0	0	0%
Five Cities Drive	West of US 101 SB Ramps - Outlets Main Entrance	E-W	175	324	499	49	218	267	53%	57	248	305	14%
Five Cities Drive	US 101 SB Ramps - Outlets Main Entrance to Fourth Street	E-W	950	395	1345	540	307	847	63%	695	355	1050	24%
Five Cities Drive	East of Fourth Street	E-W	473	237	710	161	166	327	46%	271	232	503	54%
Fourth Street	South of Five Cities Drive	N-S	601	863	1464	371	528	899	61%	423	574	996	11%
Fourth Street	Five Cities Drive to US 101 NB Ramps	N-S	646	589	1235	481	379	860	70%	556	401	957	11%
Fourth Street	US 101 NB Ramps to James Way	N-S	338	257	595	356	235	591	99%	408	255	663	12%
Hinds Avenue	West of Cypress Street	E-W	136	N/A	136	173	N/A	173	127%	177	N/A	177	2%
Hinds Avenue	Cypress Street to Dolliver Street (SR 1)	E-W	187	N/A	187	223	N/A	223	119%	245	N/A	245	10%
Hinds Avenue	Dolliver Street (SR 1) to Price Street	E-W	178	N/A	178	187	N/A	187	105%	200	N/A	200	7%
Hinds Avenue	Price Street to US 101 SB Offramp	E-W	294	823	1117	262	682	944	85%	301	721	1022	8%
Hinds Avenue	US 101 SB Offramp to Bello Street	E-W	314	752	1066	279	363	643	60%	319	428	746	16%
James Way	West of US 101 NB Onramp	E-W	229	62	291	237	63	300	103%	262	65	327	9%
James Way	US 101 NB Onramp to Fourth Street - Paseo Ladera Lane	E-W	174	175	349	139	143	282	81%	156	168	324	15%
James Way	Fourth Street - Paseo Ladera Lane to Ridge Road	E-W	277	195	472	246	131	377	80%	278	137	415	10%
James Way	Ridge Road to Oak Park Boulevard	E-W	501	310	811	316	211	527	65%	179	106	285	-46%
James Way	East of Oak Park Boulevard	E-W	296	241	537	177	134	310	58%	195	141	336	8%
Main Street	West of Dolliver Street (SR 1)	E-W	51	34	85	47	0	47	55%	50	0	50	6%
Main Street	Dolliver Street (SR 1) to Price Street	E-W	33	19	52	509	21	530	1019%	485	21	506	-5%
Mattie Road	Price Street to US 101 NB Ramps	N-S	134	263	397	39	162	201	51%	44	199	243	21%
Mattie Road	North of US 101 NB Ramps	N-S	67	53	120	41	52	93	78%	57	68	125	34%
Mattie Road	South of Spyglass Drive	N-S	65	62	127	63	108	171	135%	86	140	226	32%
Oak Park Boulevard	South of El Camino Real	N-S	709	1098	1807	699	910	1609	89%	842	1039	1881	17%
Oak Park Boulevard	El Camino Real to US 101 NB Onramp - West Branch Street	N-S	1096	1099	2195	953	679	1632	74%	1110	835	1945	19%
Oak Park Boulevard	US 101 NB Onramp - West Branch Street to James Way	N-S	729	1043	1772	590	691	1281	72%	692	866	1558	22%
Oak Park Boulevard	North of James Way	N-S	294	439	733	217	204	421	57%	280	319	599	42%

Exhibit 29A – Weekday PM Peak Hour Segment Volumes in Greater Pismo Beach Area – Roadways (Continued)

Street Name	Limits	Direction	Actual Count (2014)			Existing Model (2014)			Percent	Buildout Model (2035)			Percent
			N or E	S or W	Total	N or E	S or W	Total	Existing	N or E	S or W	Total	Growth
Ocean View Avenue	West of Cypress Street	E-W	18	35	53	0	0	0	0%	0	0	0	0%
Ocean View Avenue	Cypress Street to Dolliver Street (SR 1)	E-W	20	46	66	145	134	279	422%	149	146	295	6%
Ocean View Avenue	Dolliver Street (SR 1) to Price Street - US 101 Ramps	E-W	100	183	283	330	387	716	253%	257	381	638	-11%
Pomeroy Avenue	West of Cypress Street	E-W	N/A	99	99	N/A	129	129	131%	N/A	136	136	5%
Pomeroy Avenue	Cypress Street to Dolliver Street (SR 1)	E-W	N/A	197	197	N/A	286	286	145%	N/A	330	330	15%
Pomeroy Avenue	Dolliver Street (SR 1) to Price Street	E-W	N/A	121	121	N/A	563	563	466%	N/A	571	571	1%
Price Canyon Road	East of Bello Street	E-W	218	741	959	173	290	463	48%	211	357	568	23%
Price Street	South of Ocean View Avenue	N-S	493	1068	1561	667	1059	1726	111%	752	1135	1887	9%
Price Street	Ocean View Avenue to Stimson Avenue	N-S	401	1062	1463	633	1007	1639	112%	704	1155	1858	13%
Price Street	Stimson Avenue to Hinds Avenue	N-S	386	1078	1464	616	1103	1720	117%	674	1196	1870	9%
Price Street	Hinds Avenue to Pomeroy Avenue	N-S	272	256	528	592	472	1065	202%	601	503	1104	4%
Price Street	Pomeroy Avenue to Main Street	N-S	165	285	450	29	472	501	111%	30	503	533	6%
Price Street	Main Street to Wadsworth Avenue	N-S	131	231	362	254	210	464	128%	234	244	478	3%
Price Street	North of Wadsworth Avenue	N-S	145	257	402	162	276	438	109%	200	319	520	19%
Price Street	South of US 101 SB Offramp - Dolliver Street (SR 1)	N-S	113	222	335	134	249	383	114%	151	282	433	13%
Price Street	North of US 101 SB Offramp - Dolliver Street (SR 1)	N-S	266	295	561	203	291	494	88%	231	356	586	19%
Price Street	South of US 101 SB Offramp	N-S	210	304	514	98	93	191	37%	113	153	266	39%
Price Street	US 101 SB Offramp to Mattie Road	N-S	251	244	495	124	63	188	38%	116	124	241	28%
Price Street	Mattie Road to US 101 SB Onramp	N-S	295	171	466	199	14	213	46%	214	46	260	22%
Price Street	US 101 SB Onramp to Windward Avenue	N-S	233	290	523	148	167	315	60%	179	206	385	22%
Shell Beach Road	West of Avila Beach Drive	E-W	132	N/A	132	95	N/A	95	72%	111	N/A	111	17%
Shell Beach Road	East of Avila Beach Drive	E-W	150	87	237	125	68	193	81%	182	101	283	47%
Shell Beach Road	West of Spyglass Drive	E-W	216	215	431	210	143	353	82%	166	237	403	14%
Shell Beach Road	Spyglass Drive to Terrace Avenue	E-W	401	205	606	291	150	441	73%	294	156	450	2%
Shell Beach Road	Terrace Avenue to Vista Del Mar Avenue	E-W	324	156	480	238	123	361	75%	274	144	419	16%
Shell Beach Road	Vista Del Mar Avenue to Esparto Avenue	E-W	292	222	514	141	73	214	42%	171	88	259	21%
Shell Beach Road	Esparto Avenue to Windward Avenue	E-W	296	238	534	159	133	291	55%	196	161	357	23%
Spyglass Drive	South of Shell Beach Road	N-S	86	100	186	65	73	139	75%	74	82	156	13%
Spyglass Drive	Shell Beach Road to US 101 SB Ramps	N-S	281	490	771	338	420	758	98%	433	541	974	29%
Spyglass Drive	US 101 SB Ramps to US 101 NB Ramps	N-S	188	185	373	249	134	383	103%	293	157	450	17%
Stimson Avenue	West of Cypress Street	E-W	44	57	101	74	61	135	134%	133	105	238	77%
Stimson Avenue	Cypress Street to Dolliver Street (SR 1)	E-W	57	89	146	51	47	98	67%	89	79	167	71%
Stimson Avenue	Dolliver Street (SR 1) to Price Street	E-W	52	92	144	35	73	108	75%	63	109	172	59%
Terrace Avenue	South of Shell Beach Road	N-S	29	26	55	40	30	71	129%	44	35	79	11%
Vista Del Mar Avenue	South of Shell Beach Road	N-S	19	43	62	50	98	148	238%	56	103	159	8%
Wadsworth Avenue	Cypress Street to Dolliver Street (SR 1)	E-W	41	30	71	0	0	0	0%	0	0	0	0%
Wadsworth Avenue	Dolliver Street (SR 1) to Price Street	E-W	77	61	138	38	37	75	55%	51	52	103	37%
Wadsworth Avenue	Price Street to US 101 NB Offramp	E-W	168	136	304	360	179	540	178%	363	225	588	9%
Wadsworth Avenue	US 101 NB Offramp to Bello Street	E-W	234	26	260	457	43	500	192%	470	44	513	3%
Wadsworth Avenue	Bello Street to Lemoore Avenue	E-W	116	63	179	179	75	255	142%	200	87	288	13%
West Branch Street	Oak Park Boulevard to Camino Mercado - US 101 NB Ramps	E-W	616	791	1407	374	385	759	54%	404	361	765	1%
Windward Avenue	South of Shell Beach Road	N-S	23	20	43	0	0	0	0%	0	0	0	0%
		Total:	20514	24533	45047	17543	19638	37181	83%	19697	23031	42728	15%

Exhibit 29B – Daily and Weekend PM Peak Hour
Segment Volumes in Greater Pismo Beach Area – Freeways

US 101	Caltrans Count (AADT)	PM Peak Hour*			Existing Model (2014)			Percent Existing	Buildout Model (2035)			Percent Growth
		North	South	Total	North	South	Total		North	South	Total	
South of Oak Park Boulevard	57500	2013	3738	5750	2306	3351	5657	98%	2612	3612	6223	10%
Oak Park Boulevard to Fourth Street	62900	2202	4089	6290	2639	3862	6501	103%	3022	4086	7107	9%
Fourth Street to Price Street (South)	69400	2429	4511	6940	2804	4264	7068	102%	3236	4624	7860	11%
Price Street (South) to Price Street (North)	63100	2209	4102	6310	2137	3542	5679	90%	2484	3800	6284	11%
Price Street (North) to Mattie Road	62200	2177	4043	6220	2267	3630	5897	95%	2562	3905	6467	10%
Mattie Road to Spyglass Drive	66450	2326	4319	6645	2156	3664	5820	88%	2418	3937	6355	9%
Spyglass Drive to Avila Beach Drive	67800	2373	4407	6780	2226	3657	5883	87%	2500	3986	6486	10%
North of Avila Beach Drive	64600	2261	4199	6460	2138	3447	5586	86%	2425	3778	6202	11%
	Total:	17988	33407	51395	18673	29418	48091	94%	21260	31726	52986	10%

* PM Peak Hour volumes estimated by assuming 10% of daily traffic is in PM Peak Hour and 65% of that is in SB direction

Exhibit 29C – Daily and Weekend PM Peak Hour
Segment Volumes in Greater Pismo Beach Area – Ramps

US 101 Ramp Type	Location	Caltrans Count ADT	Caltrans Count PM Pk Hr*	Actual Count	Existing Model	Percent Existing	Buildout Model	Percent Growth
NB Offramp	West Branch Street / Camino Mercado	2900	290	332	163	49%	166	2%
NB Onramp	West Branch Street / Camino Mercado	2500	250	227	111	49%	118	6%
NB Onramp	Oak Park Boulevard	6300	630	486	386	79%	459	19%
SB Onramp	El Camino Real	2300	230	270	32	12%	43	34%
SB Offramp	El Camino Real	1800	180	740	543	73%	517	-5%
SB Onramp	Fourth Street (South)	2100	210	245	90	37%	112	25%
NB Offramp	Fourth Street	4500	450	459	267	58%	283	6%
SB Offramp	Fourth Street (South)	6700	670	200	233	116%	272	17%
NB Onramp	Fourth Street	6300	630	435	250	57%	284	14%
NB Onramp	James Way	1600	160	193	182	94%	213	17%
SB Onramp	Five Cities Drive / Premium Outlets	1100	110	135	227	168%	155	-32%
SB Offramp	Five Cities Drive / Premium Outlets	7300	730	791	486	61%	533	10%
NB Offramp	Price Street (South)	5900	590	493	667	135%	752	13%
SB Onramp	Price Street (South)	8400	840	1068	1059	99%	1135	7%
SB Offramp	Hinds Avenue	757	76	91	336	370%	311	-8%
NB Offramp	Wadsworth Avenue	1548	155	176	234	133%	288	23%
NB Onramp	Bello Street	1686	169	175	364	208%	366	0%
SB Offramp	Dolliver Street (SR 1)	2070	207	247	88	36%	105	19%
NB Offramp	Mattie Road	2567	257	258	138	53%	171	24%
SB Offramp	Price Street	810	81	109	34	31%	32	-5%
NB Onramp	Mattie Road	1282	128	115	27	23%	27	1%
SB Onramp	Price Street (North)	1973	197	171	204	119%	195	-4%
SB Onramp	Spyglass Drive	1812	181	143	173	121%	160	-8%
NB Offramp	Spyglass Drive	1717	172	169	112	66%	123	10%
NB Onramp	Spyglass Drive	1877	188	175	182	104%	204	12%
SB Offramp	Spyglass Drive	1988	199	355	370	104%	404	9%
SB Onramp	Avila Beach Drive	2560	256	391	305	78%	319	5%
NB Offramp	Avila Beach Drive	2562	256	210	146	70%	149	2%
SB Offramp	Avila Beach Drive	975	98	132	95	72%	111	17%
NB Onramp	Avila Beach Drive	987	99	125	59	47%	74	25%
		Total:	8687	9116	7563	83%	8081	7%

* PM Peak Hour volumes estimated by
assuming 10% of daily traffic is in PM Peak Hour

B. Summer Sunday and Memorial Day Sunday – Volume Derivation

The SLOCOG model forecasts traffic volume for typical weekdays. It does not forecast traffic volumes during Sundays. Two different methods were used to forecast traffic growth during the Summer Sunday and Memorial Day Sunday analysis periods:

1) Downtown Projects – The trip generation was estimated on a Sunday for each of the anticipated development projects in the downtown area. Their trips were assigned to the downtown street system on an intersection-by-intersection basis; and
2) Tourist Growth – projected tourist activity traffic growth in the downtown area.

Appendix H includes a trip generation table documenting Sunday peak hour traffic generated by future downtown developments. This was developed using the Institute of Transportation Engineers' publication *Trip Generation Manual*, 9th Edition, 2012. These trips were then distributed throughout the downtown region, using the trip distribution also depicted in **Appendix H**. It was assumed that none of these trips would remain within the downtown; instead, it was assumed that all of these trips would be coming from or going to destinations outside of the downtown. All visitor serving uses such as hotels and rental homes are assumed to be 100% occupied, which represents a worst case condition, but is typical of the busy summer weekends.

Future tourist growth in Downtown Pismo Beach is projected based on two sources. The first is the State of California projections for statewide population growth by county by the Year 2035. **Appendix I** contains those projections, along with calculations of the net percentage population growth in the five metropolitan regions of California from which most tourists to Pismo Beach are anticipated – San Francisco Bay Area, Monterey Bay Area, Central Coast, Southern California (Coastal), and the Southern Central Valley. These growth projections indicate an average population growth of about 1% per year between 2014 and 2035, or 21% total. Assuming that tourist activity in the Pismo Beach region would increase at the same rate as the statewide population growth, tourist activity would also increase by 21% between 2014 and 2035.

The conversion of the increase in tourist activity to an increase in vehicular activity was achieved in part by estimating the net increase in traffic volumes at key intersections in in the downtown during the summer season above the off-peak season. This represents the net increase in traffic in Pismo Beach during the summer season created by existing tourist activity. The percentage increase varied by intersection, but was approximately 30% for the Summer Sunday Midday peak hour and 25% for the Memorial Day Sunday Midday peak hour. When applied to the 21% growth in tourist activity anticipated by the Year 2035, they equated to a 6% increase in overall vehicle traffic by the Year 2035 for the Summer Sunday Midday peak hour, and a 5% increase in overall vehicle traffic by the Year 2035 for the Memorial Day Sunday Midday peak hour. These percentages were added to the forecasted traffic growth from increased development at intersections on the major roadways within the downtown that lead to the pier and beach areas.

The total increase in traffic at intersections in the downtown area during the Summer Sunday Midday and Memorial Day Sunday peak hours will range from 9% to 25% above Existing volumes over the next 20 years. For comparative purposes, Dolliver Street (SR 1) volumes have not increased over the past 35 years.

C. Traffic Operations and Recommendations - General Plan Buildout

INTERSECTIONS WITH ACCEPTABLE OPERATIONS

Exhibit 30 (Pages 66-70) summarizes the levels of service at the study intersections under General Plan Buildout Conditions (i.e., Year 2035), while **Exhibits 31A-B, 32, and 33 (Pages 71-74)** graphically depict the levels of service at those same intersections. The level of service calculations can be found in **Appendix J**. Most of the study intersections continue to operate better than the City and County standard of Level of Service (LOS) "C" and the Caltrans standard of the transition between LOS C and LOS D (i.e., LOS C/D). This includes 44 of 50 intersections studied during the Weekday PM peak hour, 11 of the 21 intersections during the Summer Sunday Midday peak hour, and 11 of the 21 intersections studied under the Memorial Day Sunday Midday peak hour.

INTERSECTIONS WITH DEFICIENT OPERATIONS

Exhibit 30 (Pages 66-70) also indicates the study intersections under General Plan Buildout Conditions that would operate at a deficient level of service, as well as the recommended improvements to correct each deficiency and the resulting operations with implementation of the identified roadway improvements. The deficient intersections, their projected operations and their respective improvements are also repeated below, organized by intersection number. More information about the recommended improvements and why they are recommended is provided in the following two sections, **Section 3.D – Improvements Recommended in Previous Studies (Page 75)** and **Section 3.E - Network Alternatives (Page 79)**.The following six (6) intersections will operate deficiently under the Weekday PM peak hour:

26. Price Street/Hinds Avenue (Overall LOS B, but long queues on Southbound Hinds) – Review signal timing and consider widening the Hinds bridge over US 101. Vertical clearance about US 101 may be an issue.
31. Dolliver Street (SR 1) / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
34 Dolliver Street (SR 1) / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
35. US 101 Ramps - Price Street / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
42. Fourth Street / Five Cities Drive (Signal LOS E - Add Right Turn Overlap Phase on Eastbound Five Cities Drive and Optimize Signal Timing)
47. Camino Mercado - US 101 Northbound Ramps / West Branch Street (Signal LOS D - Optimize Signal Timing)
48. US 101 Southbound Ramps / El Camino Real (All-Way Stop LOS E - Install Signal)

The following ten (10) intersections will operate deficiently under the Summer Sunday Midday peak hour:

14. US 101 Southbound Off-ramp - Dolliver Street (SR 1) / Price Street (All-way stop LOS E - Install Roundabout)
16. Dolliver Street (SR 1) / Wadsworth Avenue (Side Street LOS F - Eliminate Two On-Street Parking Spaces to Accommodate a Right Turn Lane on Eastbound Wadsworth. Consider left turn pockets as an alternative.)
20. Dolliver Street (SR 1) / Main Street (Side Street LOS F - Eliminate One On-Street Parking Space to Accommodate a Right Turn Lane on Westbound Main. Consider left turn pockets as an alternative.)
21. Cypress Street / Pomeroy Avenue (Side Street LOS F - Install Signal with Pedestrian Scramble – described in Section 3.5.a – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Cypress Street/Pomeroy)
22. Dolliver Street (SR 1) / Pomeroy Avenue (Signal LOS E - Eliminate Three On-Street Parking Spaces to Accommodate a Right Turn Lane on Southbound Dolliver. Consider a northbound left turn pocket as an alternative. Also consider Modifying Signal to include Pedestrian Scramble – described in Section 3.5.b –

General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Dolliver Street (State Route 1)/Pomeroy)

25. Dolliver Street (SR 1) / Hinds Avenue (Signal LOS F - Eliminate Two On-Street Parking Spaces to Accommodate a Right Turn Lane on Northbound Dolliver. Consider a southbound left turn pocket as an alternative.)
31. Dolliver Street (SR 1) / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
32. Price Street / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
34. Dolliver Street (SR 1) / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
35. US 101 Ramps - Price Street / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)

The following ten (10) intersections will operate deficiently under the Memorial Day Midday peak hour:

14. US 101 Southbound Off-ramp - Dolliver Street (SR 1) / Price Street (All-way stop LOS F - Install Roundabout)
20. Dolliver Street (SR 1) / Main Street (Side Street LOS F - Eliminate One On-Street Parking Space to Accommodate a Right Turn Lane on Westbound Main. Consider left turn pockets as an alternative.)
21. Cypress Street / Pomeroy Avenue (Side Street LOS F - Install Signal with Pedestrian Scramble – described in Section 3.5.a – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Cypress Street/Pomeroy)
22. Dolliver Street (SR 1) / Pomeroy Avenue (Signal LOS E - Eliminate On-Street Parking to Accommodate Right Turn Lane on Southbound Dolliver. Consider a northbound left turn pocket as an alternative. Also consider Modifying Signal to include Pedestrian Scramble – described in Section 3.5.b – General Plan Buildout Conditions - Network Alternatives – Pier Area Improvements – Dolliver Street (State Route 1)/Pomeroy)
25. Dolliver Street (SR 1) / Hinds Avenue (Signal LOS F - Eliminate On-Street Parking to Accommodate Right Turn Lane on Northbound Dolliver. Consider a southbound left turn pocket as an alternative.)
30. Cypress Street / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
31. Dolliver Street (SR 1) / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
32. Price Street / Stimson Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
34. Dolliver Street (SR 1) / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)
35. US 101 Ramps - Price Street / Ocean View Avenue (Side Street LOS F - Implement Ocean View - Stimson Couplet)

Exhibit 30 (Pages 66-70) also lists the improved levels of service at the deficient intersections resulting from the implementation of the corresponding recommended improvements. In many cases, the improvements are identical to those suggested under Existing conditions (i.e., in **Exhibit 21 (Pages 43-47)**).

Additional considerations for intersection improvements under General Plan Buildout conditions are identical to those described under Existing Conditions on Page 36.

Exhibit 30 – Intersection Levels of Service General Plan Buildout (Year 2035)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan Buildout (Year 2035)						General Plan Buildout With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
1	Shell Beach Road - US 101 SB Ramps	Avila Beach Drive	NB 1-L/R SB 1-L/T, 1-R EB 1-T/R WB 1-L/T	Two-Way Stop *(County)*	**C/D** *Side Street*	5.6 30.7	A D					***12.2***	***B***					**Roundabout**
2	Monte Road	Avila Beach Drive - US 101 NB Ramps	SB 1-R EB 1-L WB 1-T/R	Two-Way Stop *(County)*	**C/D** *Side Street*	3.1 9.6	A A											
3	Spyglass Drive	US 101 NB Ramps	NB 1-L, 1-T SB 1-T/R EB 1-L, 1-T/R	One-Way Stop	**C/D** *Side Street*	9.0 16.7	A C											
4	Spyglass Drive	US 101 SB Ramps	NB 1-T/R SB 1-L, 1-T WB 1-L/T, 1-R	One-Way Stop	**C/D** *Side Street*	5.9 13.3	A B											
5	Spyglass Drive	Shell Beach Road	NB 1-L/T/R SB 1-L, 1-T, 1-R EB 1-L, 1-T/R WB 1-L, 1-T, 1-R	All-Way Stop	**C**	16.4	C											
6	Terrace Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L, 1-T	All-Way Stop	**C**	10.5	B											
7	Vista Del Mar Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L/T	All-Way Stop	**C**	9.9	A											
8	Esparto Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L/T	All-Way Stop	**C**	9.9	A											
9	Windward Avenue	Shell Beach Road	NB 1-L/R EB 1-T/R WB 1-L/T	All-Way Stop	**C**	10.1	B											
10	Mattie Road	US 101 NB Ramps	NB 1-L/T SB 1-T/R EB 1-L, 1-T/R	One-Way Stop	**C/D** *Side Street*	7.7 13.2	A B											

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)
8. N/A = Not Applicable. Proposed improvement combines intersections #1 and #50 into a single intersection.

Exhibit 30 – Intersection Levels of Service General Plan Buildout (Year 2035-Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan Buildout (Year 2035)						General Plan Buildout With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
11	US 101 SB On-ramp	Price Street	EB 1-L/T WB 1-T/R	None	**C** *Side Street*	0.0 0.0	A A											
12	Mattie Road	Price Street	SB 1-L, 1-R EB 1-L/T WB 1-T/R	Signal	**C**	6.9	A											
13	US 101 SB Off-ramp	Price Street	SB 1-L, 1-R EB 1-T WB 1-T	One-Way Stop	**C/D** *Side Street*	2.4 12.4	A B											
14	US 101 SB Off-ramp - Dolliver Street (SR 1)	Price Street	NB 1-L, 1-R SB 1-L, 1-T, 1-R EB 1-T/R WB 1-L/T	All-Way Stop	**C/D**	16.8	C	**49.8**	**E**	**58.7**	**F**	***8.9***	***A***	***17.3***	***C***	***24.4***	***C***	**Roundabout**
15	US 101 NB On-ramp - Bello Street	Bay Street	NB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	0.3 9.7	A A											
16	Dolliver Street (SR 1)	Wadsworth Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	2.8 18.1	A C	5.3 **56.4**	A **F**	5.0 38.5	A E	***2.7*** ***17.2***	***A*** ***C***	***4.7*** ***50.1***	***A*** ***F***	***43.0*** ***31.5***	***E*** ***D***	**Eliminate 2 On-Street Parking Spaces to Accommodate Right Turn Lane on Eastbound Wadsworth**
17	Price Street	Wadsworth Avenue	NB 1-L/T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	**C**	10.2	B	13.5	B	16.4	C							
18	US 101 NB Off-ramp	Wadsworth Avenue	NB 1-L, 1-R EB 1-T WB 1-T	One-Way Stop	**C/D** *Side Street*	5.4 10.3	A B	3.2 12.0	A B	3.2 12.2	A B							
19	Bello Street	Wadsworth Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	**C**	8.9	A											
20	Dolliver Street (SR 1)	Main Street	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	1.8 17.9	A C	**40.0** *	**E** **F**	**85.7** *	**F** **F**	***1.7*** ***17.2***	***A*** ***C***	***17.9*** ***145.9***	***C*** ***F***	***37.7*** ***284.4***	***E*** ***F***	**Eliminate 1 On-Street Parking Space to Accommodate Right Turn Lane on Westbound Main**

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)
8. N/A = Not Applicable. Proposed improvement combines intersections #1 and #50 into a single intersection.

Exhibit 30 – Intersection Levels of Service General Plan Buildout (Year 2035-Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan Buildout (Year 2035)						General Plan Buildout With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
21	Cypress Street	Pomeroy Avenue	WB 1-L/T/R	One-Way Stop	**C** *Side Street*	17.7 17.9	C C	* *	F F	* *	F F	***4.6***	***A***	***4.5***	***A***	***4.5***	***A***	**Signal with Pedestrian Scramble**
22	Dolliver Street (SR 1)	Pomeroy Avenue	NB 1-L/T SB 1-T/R WB 1-L, 1-T/R	Signal	**C/D**	17.1	B	106.4	F	287.9	F	***16.4***	***B***	***40.9***	***D***	***76.6***	***E***	**Eliminate On-Street Parking to Accommodate Right Turn Lane on Southbound Dolliver**
25	Dolliver Street (SR 1)	Hinds Avenue	NB 1-T/R SB 1-L/T EB 1-L/T, 1-T/R	Signal	**C/D**	5.9	A	81.3	F	177.9	F	***5.8***	***A***	***47.0***	***D***	***38.4***	***D***	**Eliminate On-Street Parking to Accommodate Right Turn Lane on Northbound Dolliver**
26	Price Street	Hinds Avenue	NB 1-T, 1-T/R SB 1-L/T, 1-T EB 1-L, 1-T/R WB 1-L, 1-L/R	Signal	**C**	18.1	B	16.8	B	18.8	B	18.1	B	16.8	B	18.8	B	**1. Review signal timing to minimize SB Hinds queue** **2. Consider widening Hinds bridge over US 101 to mitigate SB Hinds queue**
27	US 101 SB Off-ramp	Hinds Avenue	SB 1-L, 1-R EB 1-T WB 2-T	One-Way Stop	**C/D** *Side Street*	1.4 17.6	A C	1.5 11.3	A B	2.0 11.9	A B							
28	Bello Street	Price Canyon Road	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T/R WB 1-L, 1-T/R	Two-Way Stop	**C** *Side Street*	2.1 46.9	A E	4.4 23.4	A C	5.3 24.2	A C							
29	Lemoore Avenue	Price Canyon Road	NB 1-L, 1-T SB 1-T/R EB 1-L/R	One-Way Stop	**C** *Side Street*	0.3 19.0	A C											
30	Cypress Street	Stimson Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C** *Side Street*	6.4 10.6	A B	21.7 34.6	C D	31.1 55.1	D F	***7.8***	***A***	***9.2***	***A***	***9.9***	***A***	**Implement Ocean View - Stimson Couplet and All-Way Stop Control**

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)
8. N/A = Not Applicable. Proposed improvement combines intersections #1 and #50 into a single intersection.

Exhibit 30 – Intersection Levels of Service General Plan Buildout (Year 2035-Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan Buildout (Year 2035)						General Plan Buildout With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
31	Dolliver Street (SR 1)	Stimson Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	8.2 60.4	A F	16.9 129.5	C F	27.6 194.4	D F	***9.2***	***A***	***9.7***	***A***	***10.5***	***B***	**Implement Ocean View - Stimson Couplet and Signal**
32	Price Street	Stimson Avenue	NB 1-L/T/R SB 1-L/T, 1-T/R EB 1-L/T, 1-R WB 1-L/T/R	Two-Way Stop	**C** *Side Street*	1.5 37.4	A E	7.9 117.3	A F	9.2 155.6	A F	***1.3*** ***10.1***	***A*** ***B***	***1.1*** ***25.8***	***A*** ***D***	***1.3*** ***11.0***	***A*** ***B***	**Implement Ocean View - Stimson Couplet**
33	Cypress Street	Ocean View Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C** *Side Street*	4.3 10.1	A B	7.3 12.6	A B	7.2 16.0	A C	***3.6*** ***10.4***	***A*** ***B***	***5.3*** ***14.0***	***A*** ***B***	***6.3*** ***15.9***	***A*** ***C***	**Implement Ocean View - Stimson Couplet**
34	Dolliver Street (SR 1)	Ocean View Avenue	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	32.7 175.6	D F	50.6 *	F F	82.9 *	F F	***1.4*** ***22.9***	***A*** ***C***	***1.8*** ***29.6***	***A*** ***D***	***2.7*** ***28.2***	***A*** ***D***	**Implement Ocean View - Stimson Couplet**
35	US 101 Ramps - Price Street	Ocean View Avenue	NB 1-L, 1-T/R SB 1-L, 1-T, 1-R EB 1-L/T, 1-R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	4.2 55.5	A F	22.4 147.5	C F	19.7 174.3	C F	***2.5*** ***25.7***	***A*** ***D***	***14.1*** ***67.6***	***B*** ***F***	***10.9*** ***64.1***	***B*** ***F***	**Implement Ocean View - Stimson Couplet and Price Street Restriping**
36	Dolliver Street (SR 1)	Cypress Street - Holiday RV Park Ent.	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	Two-Way Stop	**C/D** *Side Street*	1.3 14.7	A B	2.1 21.5	A C	2.5 17.9	A C							
37	Dolliver Street (SR 1)	Pismo Beach Senior MHP - Pismo Coast Village	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L/T/R WB 1-L/T/R	Signal	**C/D**	8.3	A	12.9	B	11.1	B							
38	US 101 NB On-ramp	James Way	EB 1-T/R WB 1-L, 1-T	None	**C/D** *Side Street*	0.0 0.0	A A											
39	Fourth Street - Paseo Ladera Lane	James Way	NB 1-L/T, 1-R SB 1-L/T/R EB 1-L/T, 1-R WB 1-L, 1-T/R	All-Way Stop	**C**	10.6	B											
40	Fourth Street	US 101 NB Ramps	NB 2-L, 2-T SB 1-T, 1-T/R EB 1-L, 1-T/R	Signal	**C/D**	15.1	B											

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)
8. N/A = Not Applicable. Proposed improvement combines intersections #1 and #50 into a single intersection.

Exhibit 30 – Intersection Levels of Service General Plan Buildout (Year 2035-Continued)

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan Buildout (Year 2035)						General Plan Buildout With Improvements						Proposed Improvement(s)
						Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		Weekday PM Peak Hr		Summer Sunday Mid		Memorial Day Sunday Mid		
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
41	US 101 SB Ramps - Outlets Main Entrance	Five Cities Drive	NB 1-L, 1-T/R SB 1-L, 1-L/T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	C/D	29.2	C											
42	Fourth Street	Five Cities Drive	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	C	61.3	E					***34.5***	***C***					**Add Right Turn Overlap Phase on Eastbound Five Cities Drive and Optimize Signal Timing**
43	US 101 SB Ramps - Hotel Driveway	Five Cities Drive - El Camino Real	NB 1-L/T/R SB 1-L/T, 1-R EB 1-L/T/R WB 1-L/T/R	All-Way Stop	C/D	21.7	C											
44	Ridge Road	James Way	SB 1-L/R EB 1-L, 1-T WB 1-T/R	All-Way Stop	C	9.3	A											
45	Oak Park Boulevard	James Way	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	C	34.9	C											
46	Oak Park Boulevard	US 101 NB On-ramp - West Branch Street	NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R WB 1-L, 1-L/T, 1-R	Signal	C	14.8	B					***27.6***	***C***					**Revise NS Oak Park Blvd. Protected/Pemissive Left Turn Phasing to Protected Only**
47	Camino Mercado-US 101 NB Ramps	West Branch Street	NB 1-L, 1-T/R SB 1-L, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T	Signal *(Arroyo Grande)*	C/D	41.0	D					***34.9***	***C***					**Optimize Signal Timing**
48	US 101 SB Ramps	El Camino Real	SB 1-L, 1-L/R EB 1-L/T WB 1-T/R	All-Way Stop *(Grover Beach)*	C/D	43.6	E					***12.9***	***B***					**Signal**
49	Oak Park Boulevard	El Camino Real	NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-R EB 1-L, 1-L/T, 1-R WB 1-L, 1-T/R	Signal *(Arroyo Grande)*	C	29.7	C					**33.9**	***C***					**Revise NS Oak Park Blvd. Protected/Pemissive Left Turn Phasing to Protected Only**
50	US 101 SB On-ramp	Avila Beach Drive	EB 1-T/R WB 1-L/T	None *(County)*	C/D *Side Street*	0.0 0.0	A A					***N/A***						**Consolidate with Intersection #1**

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would be required.
7. * = Delay is over 300 seconds (5 minutes)
8. N/A = Not Applicable. Proposed improvement combines intersections #1 and #50 into a single intersection.

Exhibit 31A – Intersection Operations General Plan Buildout Weekday PM Peak Hour

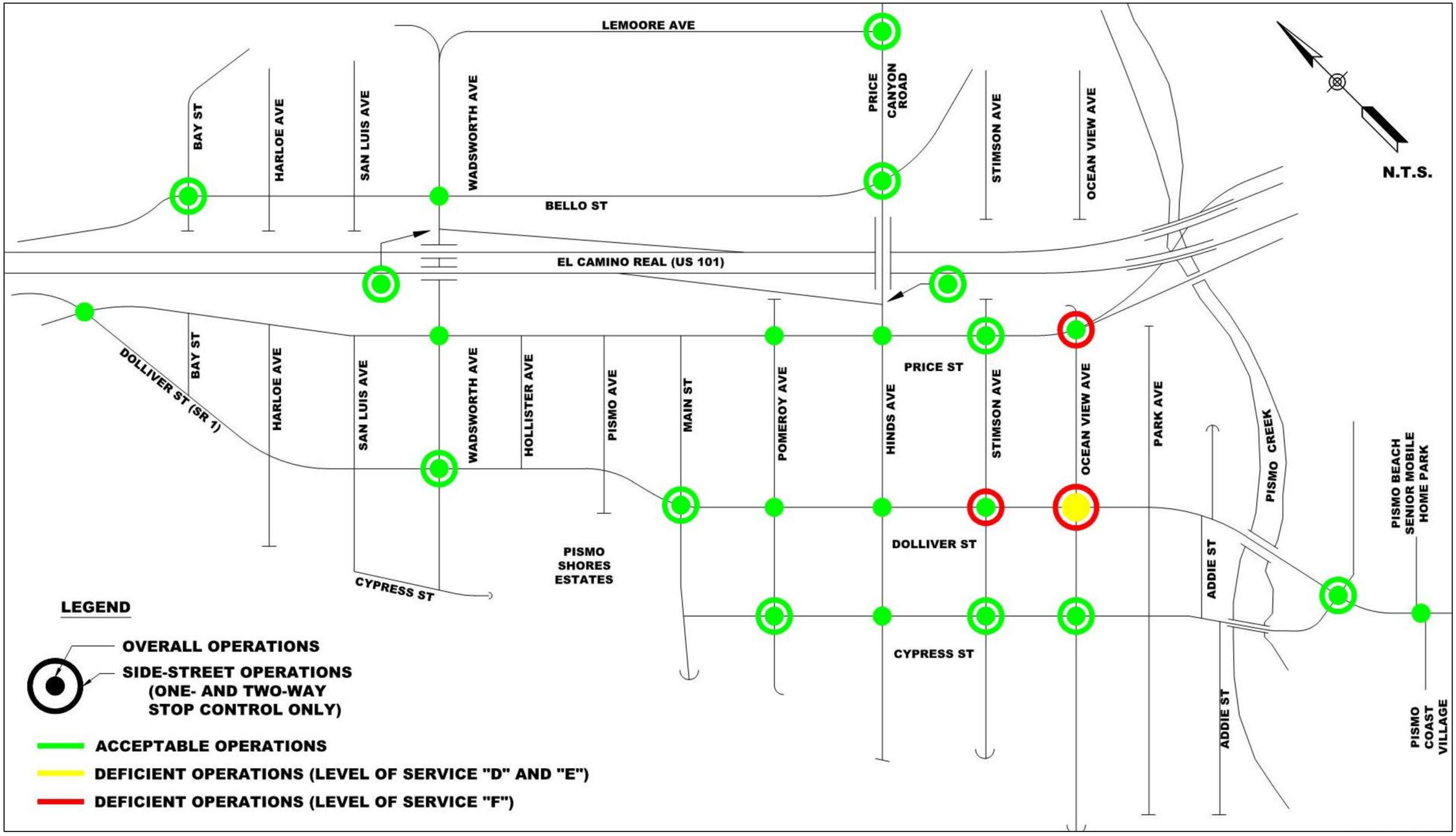


Exhibit 31B – Intersection Operations General Plan Buildout Weekday PM Peak Hour (Continued)

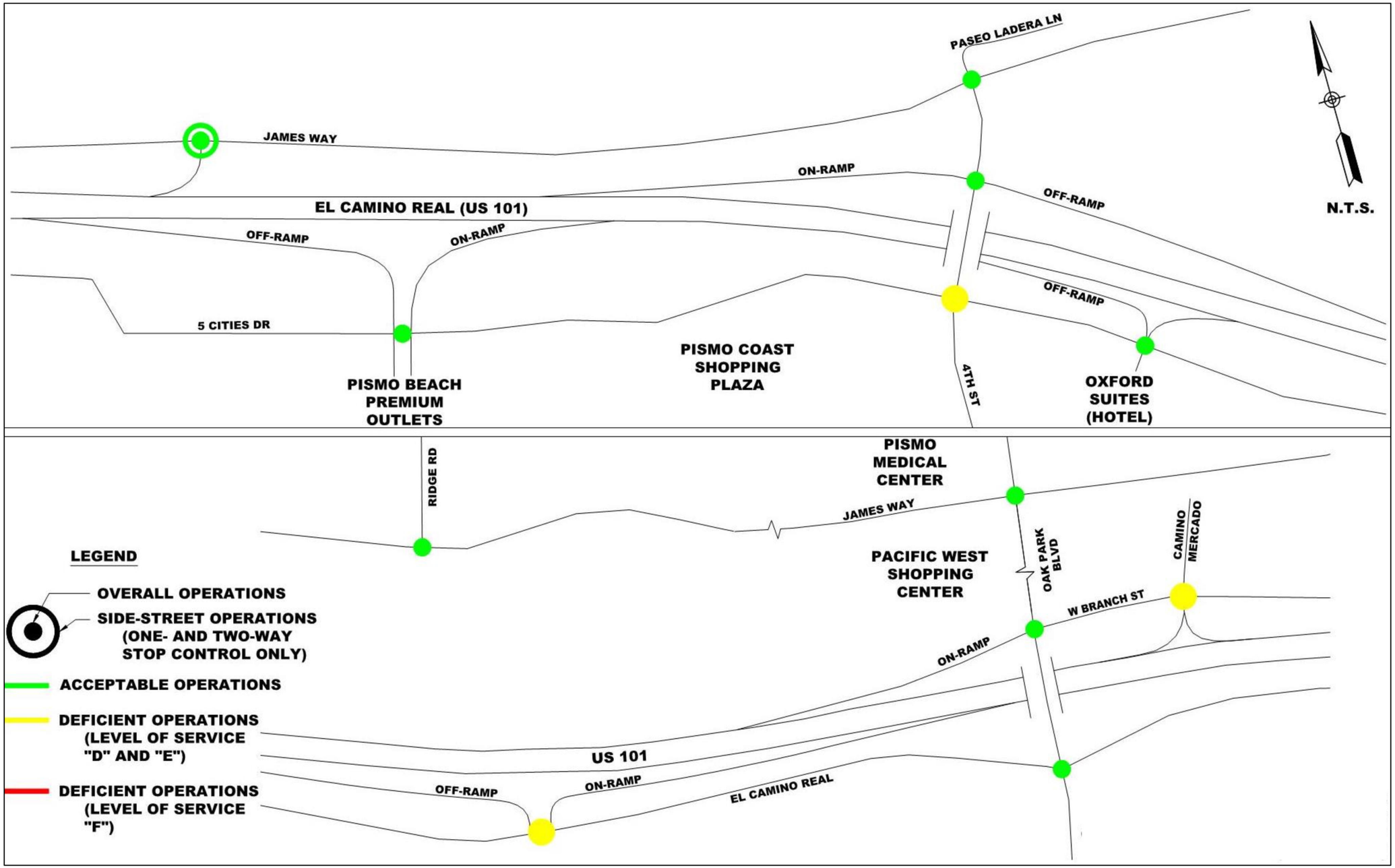


Exhibit 32 – Intersection Operations General Plan Buildout Summer Sunday Midday Peak Hour

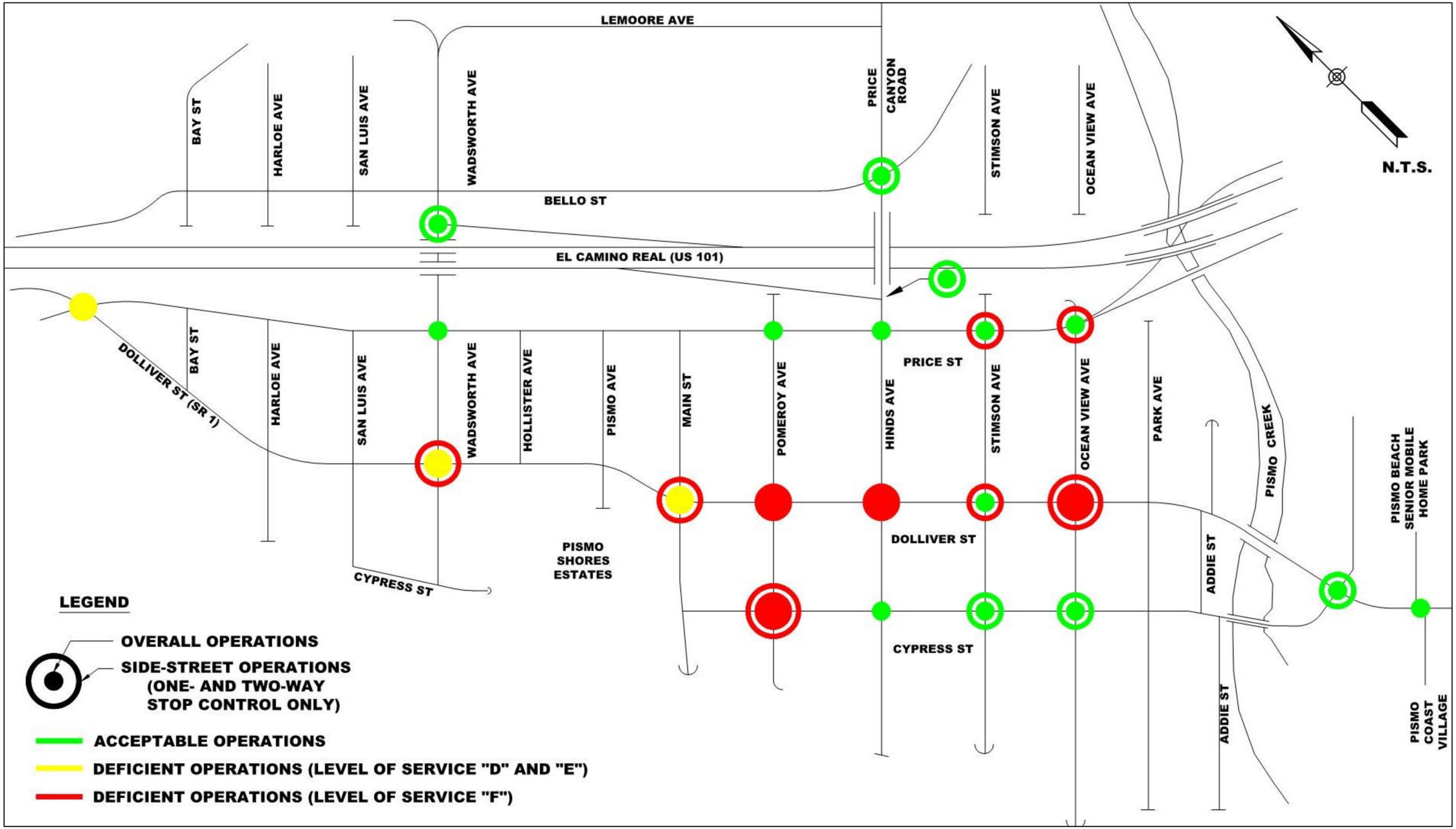
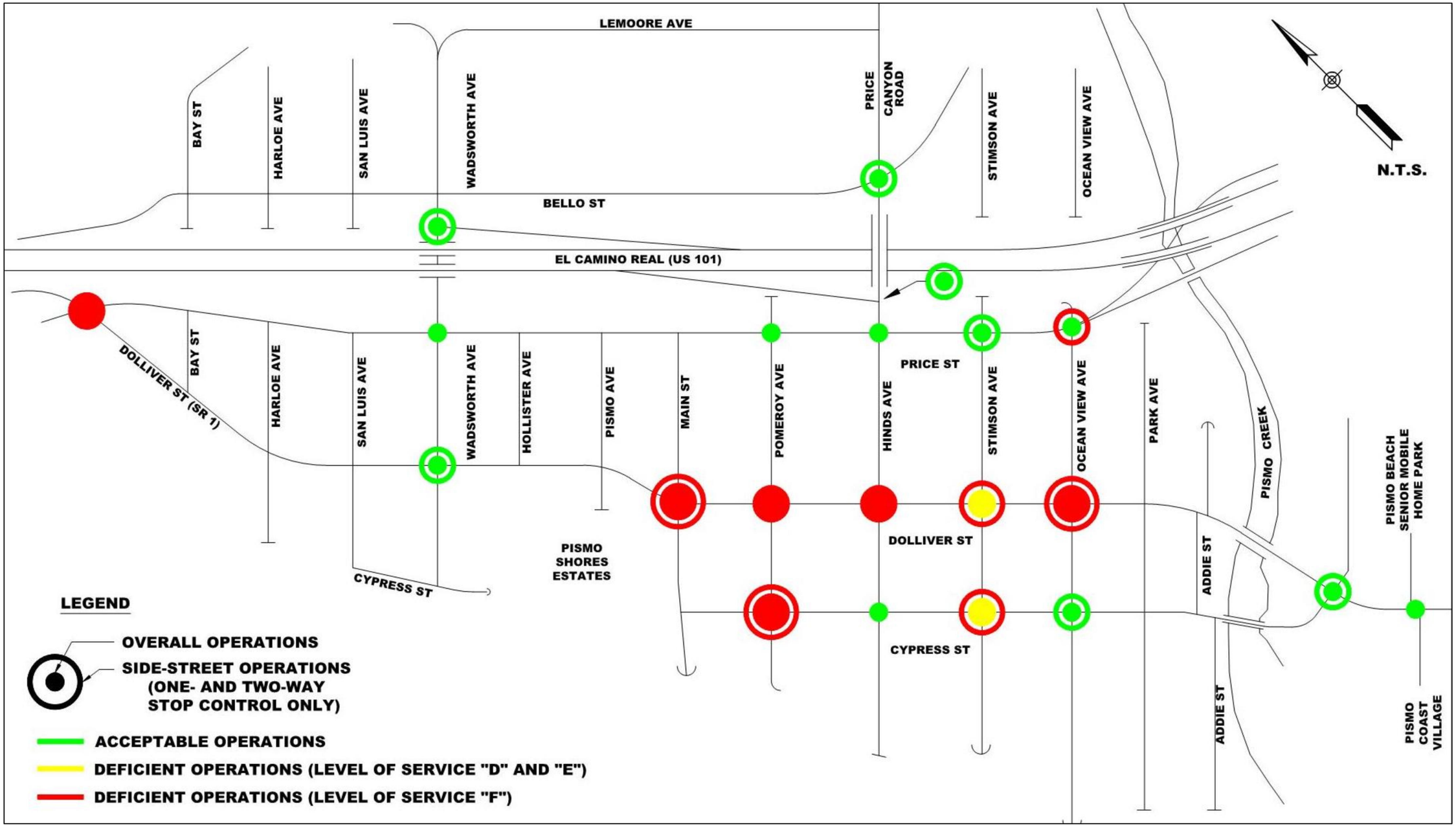


Exhibit 33 – Intersection Operations General Plan Buildout Memorial Day Sunday Midday Peak Hour



D. Improvements Recommended in Previous Studies

A roundabout was recommended at the intersection of the US 101 Southbound Off-ramp – Dolliver Street (SR 1) and Price Street intersection (Intersection No. 14) in the Pismo Beach Complete Street Plan. It is depicted on **Exhibit 34 (Page 77)**. As indicated in the level of service summary table on **Exhibit 30 (Pages 66-70),** a one-lane roundabout can successfully accommodate Year 2035 traffic demand at Level of Service C.

Caltrans has proposed adding a new southbound on-ramp to US 101 at this intersection. **Exhibit 35 (Page 78)** illustrates how it would connect into the roundabout. It is anticipated that this ramp could be added to the proposed roundabout without requiring major modifications to the physical layout of the roundabout.

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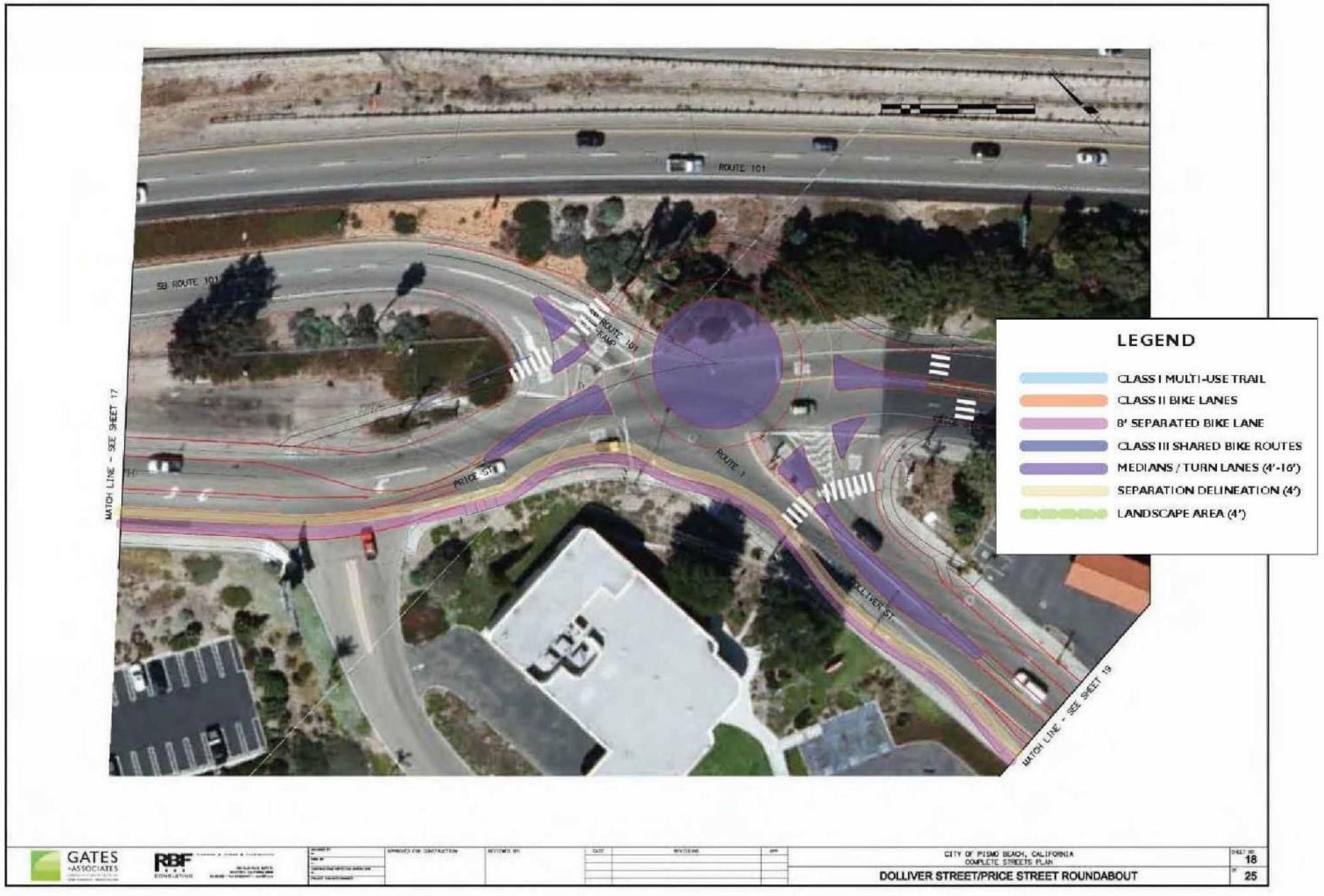
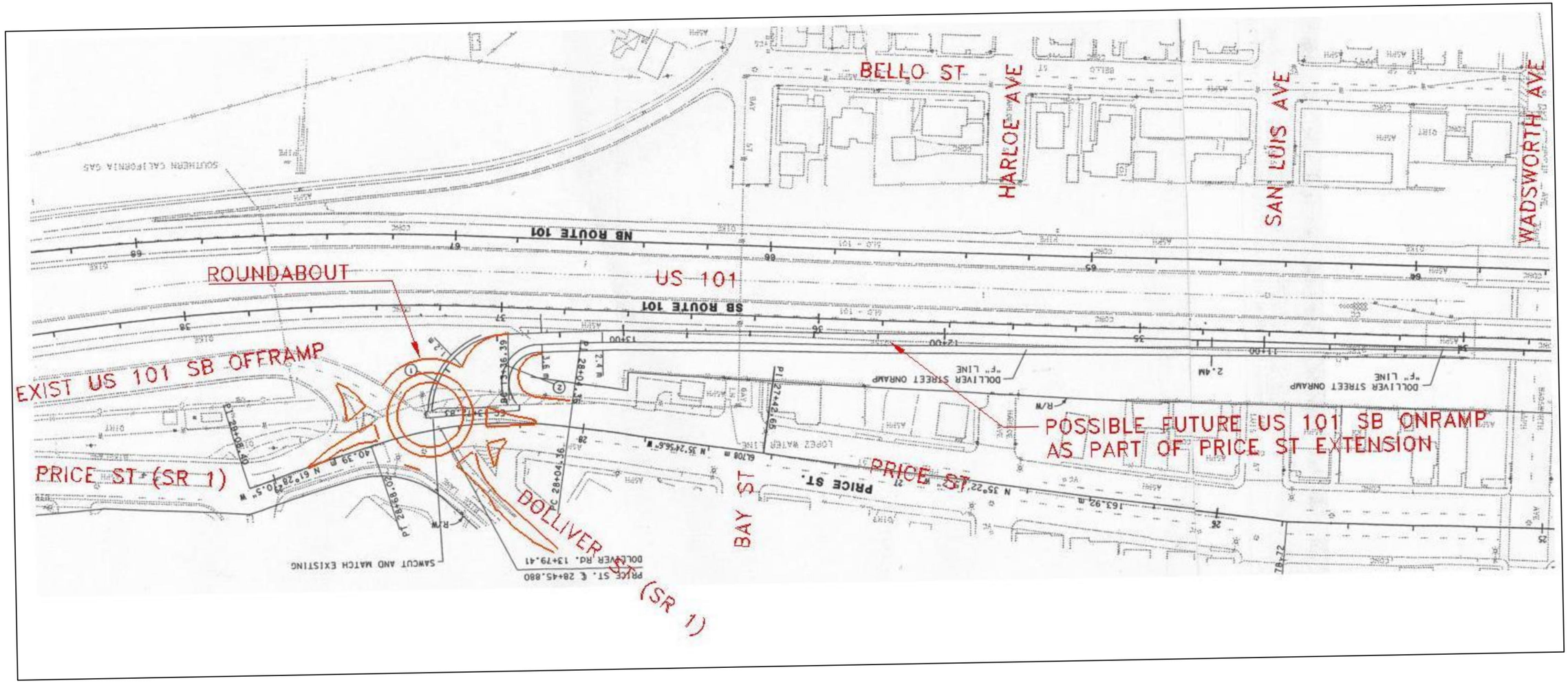
Exhibit 34 – Dolliver St. (SR1) / Price St. Roundabout



Source: "Pismo Beach Complete Street Plan", Gates + Associates, March 2013, p77

Exhibit 35 – Dolliver St. (SR1) / Price St. Roundabout with Future US 101 SB Onramp



Sources:

1. Roundabout Layout- "Pismo Beach Complete Street Plan", Gates + Associates, March 2013, p77
2. Future Southbound On-Ramp – "Price Street Extension Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment", Caltrans, September 2004

E. Network Alternatives

In addition to the existing street network, which was considered the base condition, various major network alternatives (i.e., changes to the Pismo Beach street network such as new streets, conversions to one way streets or street realignments) were also evaluated for Year 2035 conditions. This study evaluates their effectiveness in improving operations at the study intersections or achieving other network enhancements. They are in addition to the intersection improvements described in Section 3.C – Traffic Operations and Recommendations – General Plan Buildout. They are listed below and separately described in the following pages.

1) Price Street Extension;
2) Frady Lane Improvements
3) Mattie Road Extension.

The citywide model was used to forecast traffic with these network alternatives. The forecast volumes are included in **Appendix E**.

A number of downtown-specific network alternatives were also evaluated. They include:

4) Stimson / Ocean View Couplet and Downtown Price Street Modifications;
5) Pier Area Improvements
    a. Cypress Street/Pomeroy Avenue Pedestrian Scramble Traffic Signal and
    b. Dolliver Street (State Route 1)/Pomeroy Signal Modification to Pedestrian Scramble
    c. Dolliver Street Left Turn Pockets
    d. Restrict Motorized Vehicles on the Cypress Street Bridge
    e. Cypress Street Bike Boulevard;
    f. Addie / Park Avenue Couplet; and
    g. Restrict Motorized Vehicles on Pomeroy Avenue South of Cypress
6) Other downtown network modifications were also considered. They include:
    a. Reverse One-Way on Pomeroy and Hinds;
    b. Dolliver / Price Couplet; and
    c. Dolliver / Bello Couplet.

1) Price Street Extension

The Price Street Extension would extend Price Street eastward across Pismo Creek to connect to Five Cities Drive. In 2004, Caltrans prepared an environmental evaluation of the potential design options for this improvement (*Price Street Extension Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment*), based on the *James Way/Price Street Frontage Road Project Study Report,* March 1998. The recommended option had the following four components:

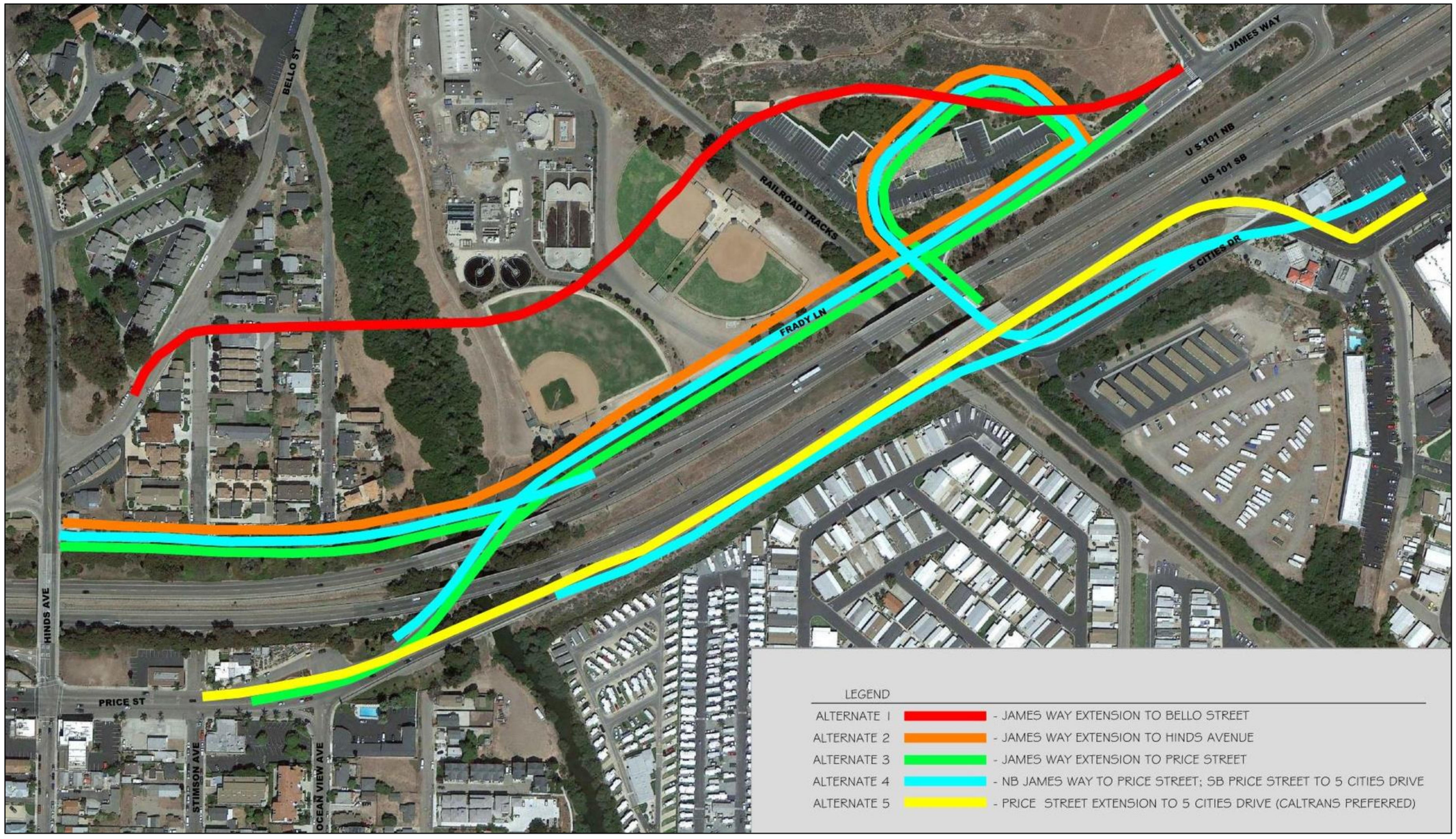
1. Extend Price Street over Pismo Creek and over the Union Pacific Railroad to connect with Five Cities Drive. This would be a two-lane road with 6-foot shoulders on each side (suitable for use by bicycle traffic) and a 5-foot sidewalk along the ocean-side of the street.
2. Closure of the existing southbound US 101 on-ramp from southbound Price Street.
3. Closure of the existing southbound US 101 off-ramp at Hinds Avenue.
4. Addition of a new southbound US 101 on-ramp at the Price / Southbound US 101 Off-Ramp – Dolliver intersection.

A schematic layout of this improvement is included as **Exhibit 36 (Page 81)**. This exhibit also illustrates four other alternative alignments analyzed in the 1998 Project Study Report (PSR) for either the Price Street Extension or James Way Extension. The following is a list of the five alternatives.

1. Alternative 1 – James Way Extension to Bello Street
2. Alternative 2 – James Way Extension to Hinds Avenue
3. Alternative 3 – James Way Extension to Price Street
4. Alternative 4 – Northbound James Way to Price Street; Southbound Price Street to Five Cities Drive
5. Alternative 5 – Price Street Extension to Five Cities Drive (Caltrans Preferred Alternative and the recommended alignment described above and analyzed below).

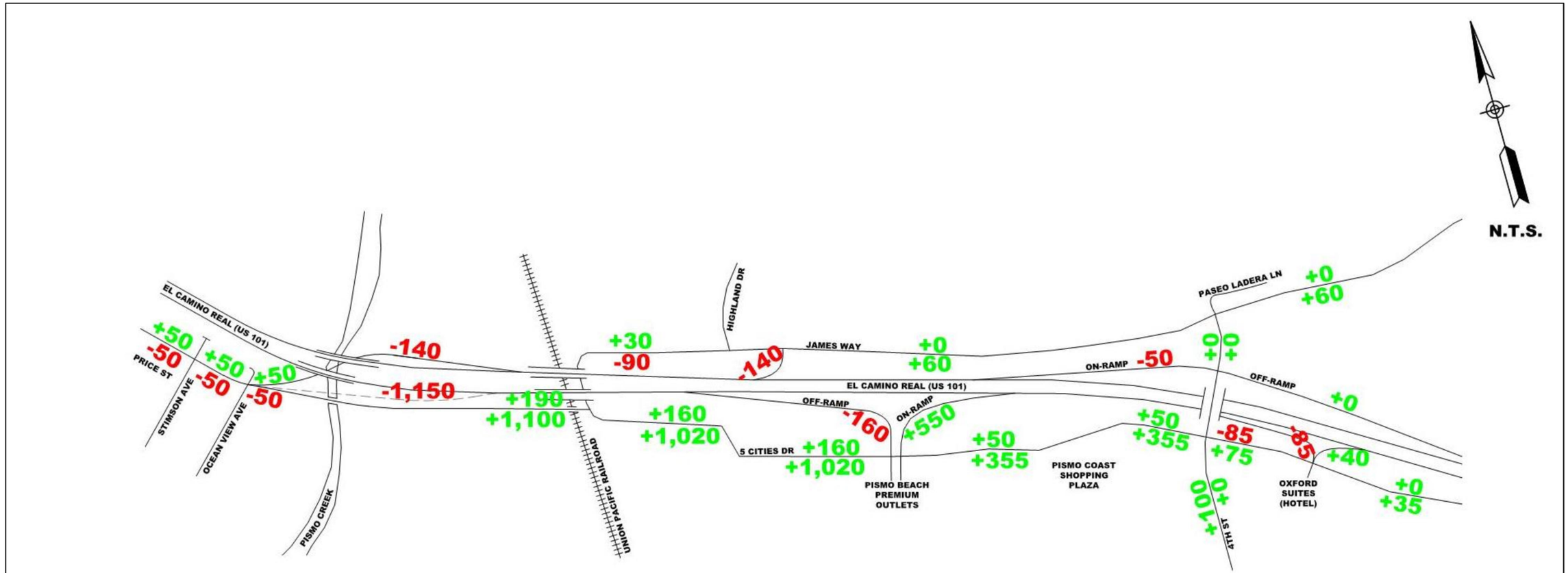
Year 2035 citywide model volume projections for Alternative 5 is included in **Appendix K**. The projected traffic diversions are displayed in **Exhibit 37 (Page 82)**. Total traffic volumes on the Price Street extension are anticipated to be almost 1,100 vehicles in the southbound direction and about 190 vehicles in the northbound direction. Most of this traffic is taken off of US 101 between the Price Street and Fourth Street interchanges. About 140 of the 190 vehicles in the northbound direction would be diverted from that section of freeway. About 1,150 vehicles would be diverted from US 101 in the southbound direction.

Exhibit 36 – Price Street / James Way Extension Alternatives



Source of Alternatives: "James Way/Price Street Frontage Road Project Study Report", March 1998 and
"Price Street Extension Initial Study with Proposed Mitigation Negative Declaration/Environmental Assessment", September 2004.

Exhibit 37 – Projected Traffic Diversions with Price Street Extension (Year 2035 – PM Peak Hour)



LEGEND

+XX INCREASE IN PEAK HOUR TRAFFIC (PM PEAK HOUR)

-XX DECREASE IN PEAK HOUR TRAFFIC (PM PEAK HOUR)

Exhibit 38 – US 101 SB Ramps – Outlets Main Entrance
Intersection Level of Service – General Plan Buildout
Weekday PM Peak Hour – With Price Street Extension

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan (Year 2035) Weekday PM Peak Hr Delay (sec)	General Plan (Year 2035) Weekday PM Peak Hr LOS	General Plan With Imprvmnts. Weekday PM Peak Hr Delay (sec)	General Plan With Imprvmnts. Weekday PM Peak Hr LOS	Proposed Improvement(s)
41	US 101 SB Ramps - Outlets Main Entrance	Five Cities Drive	NB 1-L, 1-T/R SB 1-L, 1-L/T, 1-T/R EB 1-L, 1-T, 1-T/R WB 1-L, 1-T, 1-R	Signal	C/D	256.0	F	*38.6*	*D*	Add 2nd WB L, 2nd EB L, Change E/W Left Turn Phasing to Protected Phasing, Lag WB L Phase behnd EB T Phase, Accept LOS D as Standard

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.

The Price Street Extension would improve southbound freeway operations with the substantial diversion of traffic from US 101. However, it will have an impact that was not addressed in either the 1998 or 2004 Caltrans reports – the diversion of commute traffic on Price Canyon Road that currently uses Hinds Avenue and Price Street to access southbound US 101. With the removal of the southbound US 101 on-ramp at Price Street, this traffic would proceed westward to the Five Cities Drive southbound US 101 on-ramp. In the weekday PM peak hour, almost 1,100 vehicles in the southbound direction and about 190 vehicles in the northbound direction will be added to Five Cities Drive west of the US 101 Ramps / Pismo Beach Premium Outlets intersection. The SLOCOG model projects that an additional 550 vehicles during the weekday PM peak hour will enter US 101 at the Five Cities Drive southbound on-ramp. As noted on **Exhibit 38 (above)**, this increase in hourly traffic would overwhelm the existing westbound Five Cities Drive left turn lane onto southbound US 101, resulting in an F level of service. This left turn movement would need two lanes to accommodate this level of traffic, which in turn would require widening of the southbound US 101 on-ramp. A conceptual design of these improvements is shown in **Exhibit 39 (Page 85)**. Even with this improvement, it may not be possible to achieve acceptable operations at this intersection, with a mitigated level of service "D" during the weekday evening peak hour.

The Caltrans report also did not finalize the design of the merge between the Price Street extension and the existing northbound US 101 off-ramp to Price Street, nor did it finalize the necessary lane configuration along Price Street between Hinds and Ocean View Avenues. The merge between the northbound Price Street extension and the northbound US 101 off-ramp will need to continue along Price Street between Stimson and Ocean View Avenues, to for proper merge length between through lanes. A left turn lane at Ocean View Avenue is thus not recommended, as it would encourage off-ramp traffic to immediately weave directly across Price Street and into the left turn lane that would start only a few feet away from the merge point. This maneuver would not be expected by traffic on the Price Street extension and could result in undesirable safety consequences. The Stimson / Ocean View couplet would also be indispensable to mitigate the short weaving operational problems (see below for more on the Stimson / Ocean View couplet).

The Price Street Extension includes the addition of a southbound US 101 on-ramp at the Price Street / Southbound US 101 Off-Ramp – Dolliver Street (SR 1) intersection. This ramp is expected to only attract a few of the commuters using Price Canyon Road, because accessing an on-ramp at that location would require Price Canyon Road traffic to travel too far out of their way. It would also have a limited attraction from within the downtown area. It is forecasted to attract a total about 110 vehicles during the PM peak hour.

The addition of the US 101 southbound on-ramp at Dolliver Street - Price Street intersection would require the closure of the southbound US 101 off-ramp to Hinds Avenue. This ramp only carries about 90 vehicles in the PM peak hour. However, its closure would also have unintended consequences. It is the primary route for trucks servicing the oil fields along Price Canyon Road north of Pismo Beach. With its closure, those trucks would be forced to travel through the downtown, presumably on Price Street. It is recommended that if the Hinds Avenue off-ramp is closed in the future, that the City of Pismo Beach prohibit through trucks on Price Street, forcing trucks to use Dolliver Street (SR 1) and Hinds Avenue to access Price Canyon Road, which is also through downtown Pismo Beach.

Two other design options for the Price Street extension would be an extension of James Way, the frontage road on the inland side of US 101. The James Way extension options evaluated in the 2004 Caltrans report were:

i. James Way Extension to Hinds Avenue – This improvement would extend James Way westward along the freeway to Hinds Avenue. It is designated Alternative 2 in the 1998 PSR and on **Exhibit 33 (page 74)**. Five Cities Drive would be rerouted underneath the James Way extension and looped back to James Way near Highland Drive. This option was originally proposed prior to the development of the Pismo Beach Medical Center at the current western end of James Way. The Five Cities Drive loop would now require a larger loop that around the perimeter of that development. Also, the western end of the James Way extension and the northern end of the Five Cities Drive Loop would both be located very close to the Highland Drive intersection. Adequate left turn lane storage may not be able to be provided along this section of James Way.

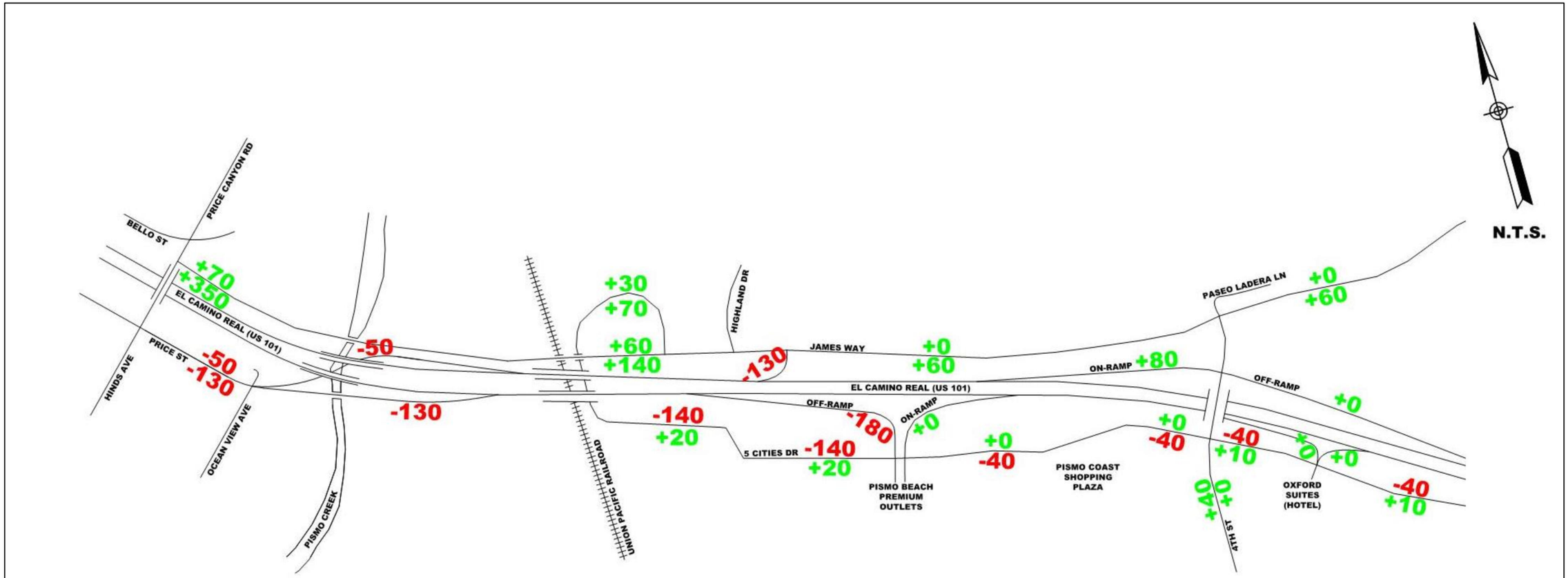
   The effect of the James Way extension on traffic patterns would primarily be regional in nature. Year 2035 citywide model volume projections for this alternative can be found in **Appendix K**, and the projected traffic diversions are displayed in **Exhibit 40 (Page 86)**. The James Way extension would carry about 70 vehicles in the northbound direction and 350 vehicles in the southbound direction. This diversion would be from both commuters along Price Canyon Road and traffic from within the downtown area, some of which would be diverted from the US 101 southbound on- and northbound off-ramp at Price Street. Diversions would also occur from the southbound Five Cities Drive off-ramp.

ii. James Way Extension to Price Street – This improvement would extend James Way to Price Street on the alignment of the northbound US 101 off-ramp to Price Street. The existing northbound US 101 off-ramp to Price Street would be removed. It is designated Alternative 4 in the PSR and **Exhibit 33 (page 74)**. The primary negative aspect of this improvement would be that it would remove the primary access into the downtown from northbound US 101. During the weekday PM peak hour, approximately 500 vehicles would be forced to divert to either the Wadsworth Avenue or Fourth Street off-ramps to access downtown Pismo Beach.

Exhibit 39 – Five Cities Drive / US101 SB Ramps – Outlets Main Entrance Improvements with Price Street Extension



Exhibit 40 – Projected Traffic Diversions with James Way Extension (Year 2013- PM Peak Hour)



LEGEND

+XX INCREASE IN PEAK HOUR TRAFFIC (PM PEAK HOUR)

-XX DECREASE IN PEAK HOUR TRAFFIC (PM PEAK HOUR)

2) **Frady Lane Improvements**

The Frady Lane Improvement would realign Frady Lane near the Pismo Beach Sports Complex. **Exhibit 41 (Page 89)** depicts a conceptual design of this improvement. Currently, it meanders between the existing baseball fields, bisecting the Sports Complex. The proposed alignment would be much straighter and be located between the baseball fields and the Union Pacific Railroad tracks. The proposed improvement would provide better pedestrian connectivity between the baseball fields and provide additional onsite parking spaces.

A vehicular bridge over Pismo Creek between Frady Lane and Bello Street is currently being designed that will connect the Sports Complex and Frady lane to Price Canyon Road and the northern area of Pismo Beach. This would provide a secondary access into the Pismo Beach Sports Complex. This improvement would replace the existing bridge that has been closed to vehicular traffic since 1983. It would also improve emergency response times to the sports complex and mobile home parks south of US 101 for police and fire services. It also would improve public works corporation yard access to northern parts of the City and PG&E access to the southern part of the City. Finally, it would serve as an alternate route during incidents involving closure of parallel routes including crossings of Pismo Creek.

Exhibit 42 (Page 90) depicts the projected traffic diversions in the Year 2035 due to the Frady Lane Realignment, including the proposed vehicle bridge, as projected by the citywide model. The projections show that there would be minimal diversion of through traffic onto the Frady Lane corridor. Rather, most of the diversion that would occur will be sports complex traffic from Frady Lane to the new Bello Street access, with a total of 15 trips in and 10 trips out during the PM peak hour. This level of traffic diversion is not anticipated to result in any noticeable effect on the operations of the study network. Midday traffic redistribution will also occur from the City corporation yard and PG&E, although not substantial enough to affect traffic operations elsewhere in the City.

Finally, as illustrated on **Exhibit 41 (Page 89),** a relatively straightforward method can be implemented to provide a pedestrian and bicycle connection between the downtown, the Pismo Beach Sports Complex, and the eastern portion of Pismo Beach. This improvement would include two connections to the existing pedestrian/bicycle path adjacent to US 101 between Price Street and Five Cities Drive. One connection would be a pedestrian/bicycle ramp connecting the path to Frady Lane, with a new sidewalk along Frady Lane between this ramp and the Pismo Beach Sports Complex. The second would be a stairwell connecting the path to Five Cities Drive.

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Exhibit 41 – Frady Lane Improvements

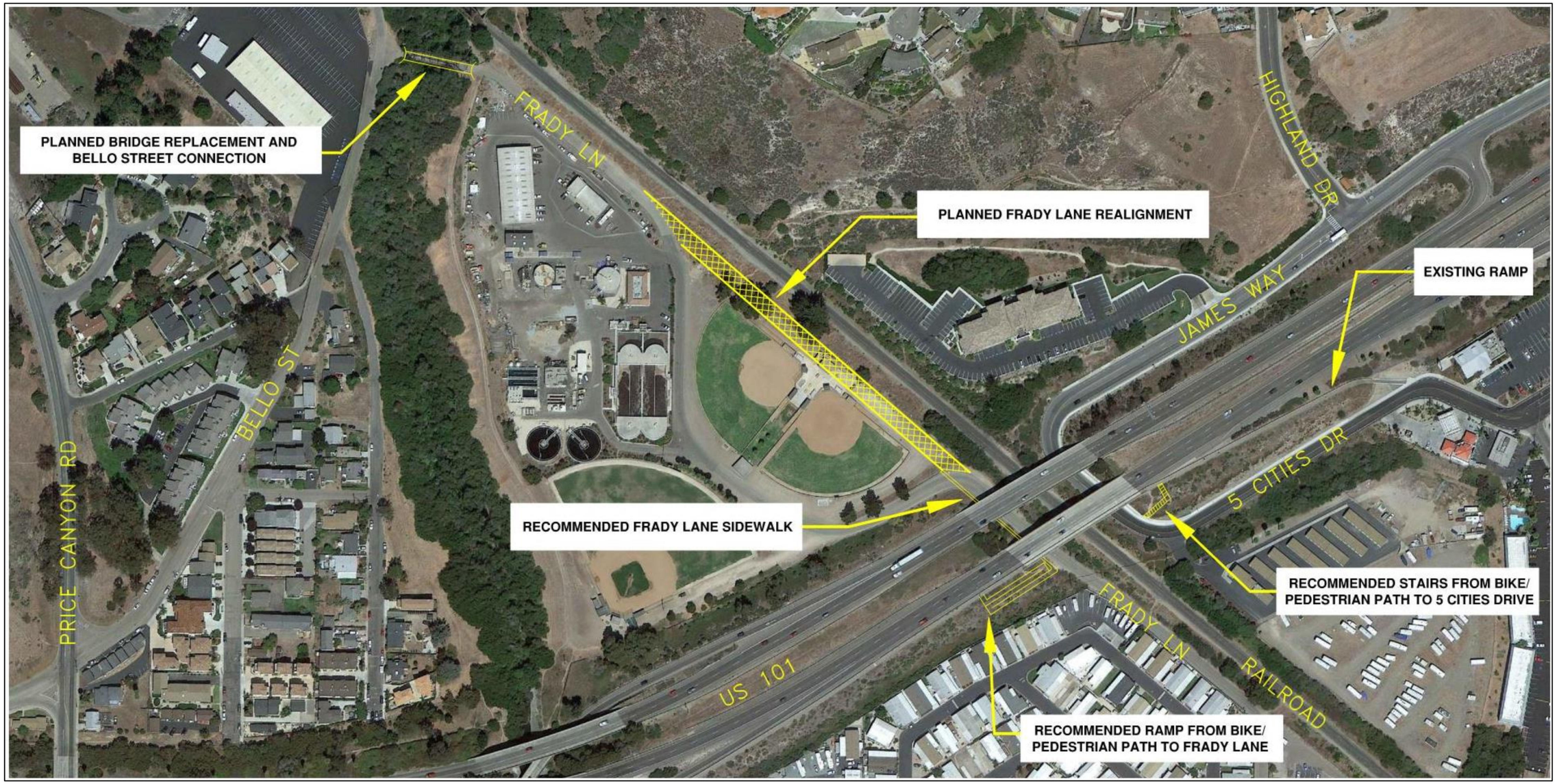
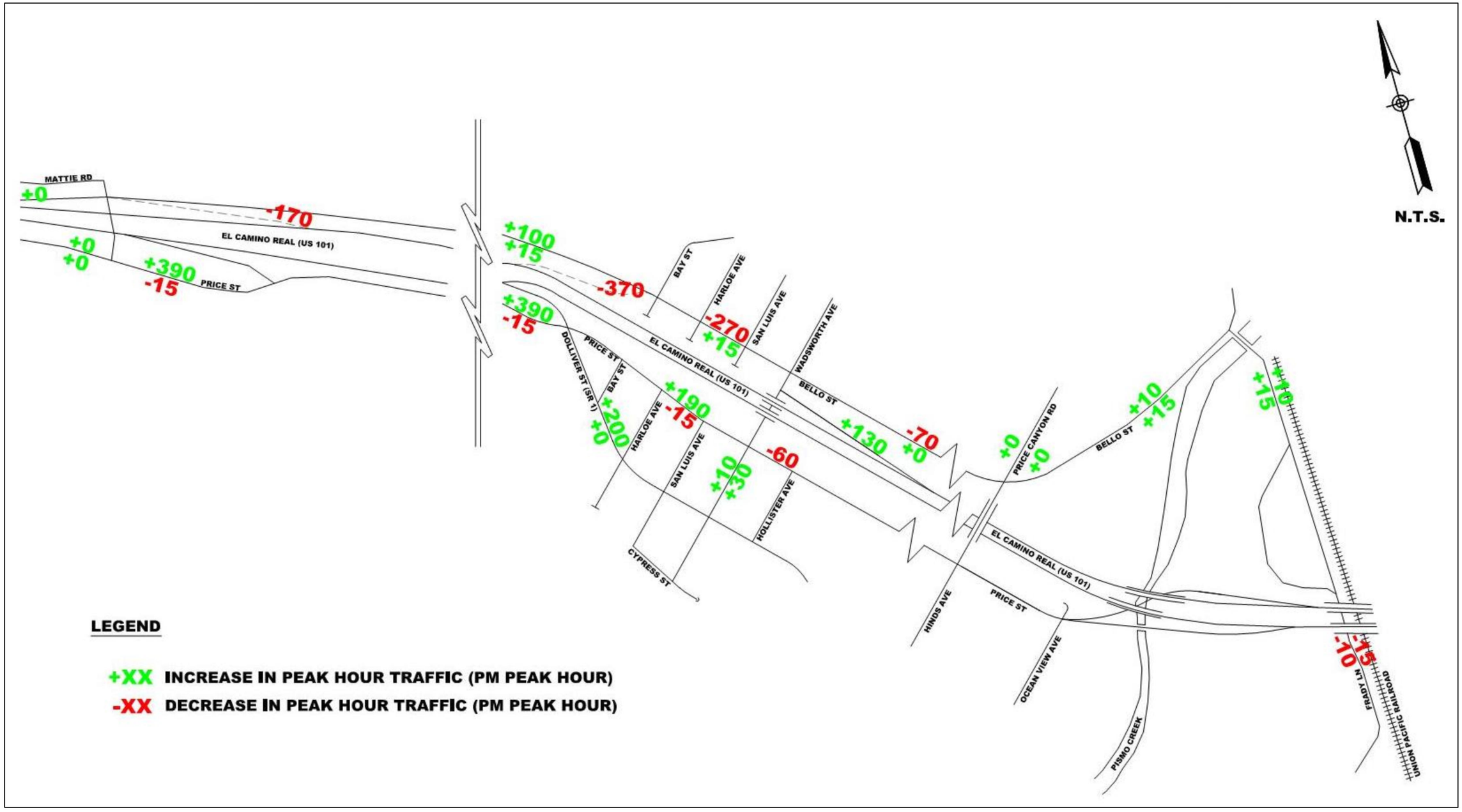


Exhibit 42 – Projected Traffic Diversions with Frady Lane Realignment and Mattie Road Extension (Year 2035 – PM Peak Hour)



3) Mattie Road Extension

The Mattie Road Extension would connect Mattie Road eastward to Bello Street along the northern frontage of US 101. The potential alignment would route it through the southern end of the adjacent Pismo Preserve. The Land Conservancy of San Luis Obispo has indicated it will permit this connection.

A conceptual plan and profile as well as typical cross sections of this extension as a two lane road are included on **Exhibits 43A-C (Pages 93-95)**. The existing topography in this area will make establishing this connection rather expensive due to the need for extensive grading and retaining walls along the route. Therefore, to minimize the expense of constructing this roadway, the improvement may require the complete removal of the existing northbound US 101 on-ramp at Bello Street and the existing northbound US 101 off-ramp at Shell Beach Road / Mattie Road. This will impact the ability to access northbound US 101 from the downtown and Mattie Road from northbound US 101, unless replacement ramps are included.

The projected traffic diversions associated with the Mattie Road extension are also depicted in **Exhibit 42 (Page 90)**. About 100 PM peak hour vehicles are projected on Mattie Road. In the southbound direction on the Mattie Road extension, only 15 PM peak hour vehicles are projected, all attracted from the Price Street corridor. The closure of the northbound US 101 northbound on-ramp at Bello Street and off-ramp at Mattie Road would shift traffic onto Price and Dolliver (SR 1) Streets and away from Bello Street and the Mattie Road extension. South of the existing Mattie Road interchange, Price Street would experience an additional 390 vehicles in the northbound direction during the PM peak hour, more than doubling the current traffic at this location due to the ramp closure.

Exhibit 44 (Page 97) tabulates the levels of service at key study intersections with the Mattie Road extension. Despite the potential diversion of traffic onto Price Street, no additional improvements would be required at the study intersections beyond those already required under either Existing or General Plan Buildout conditions.

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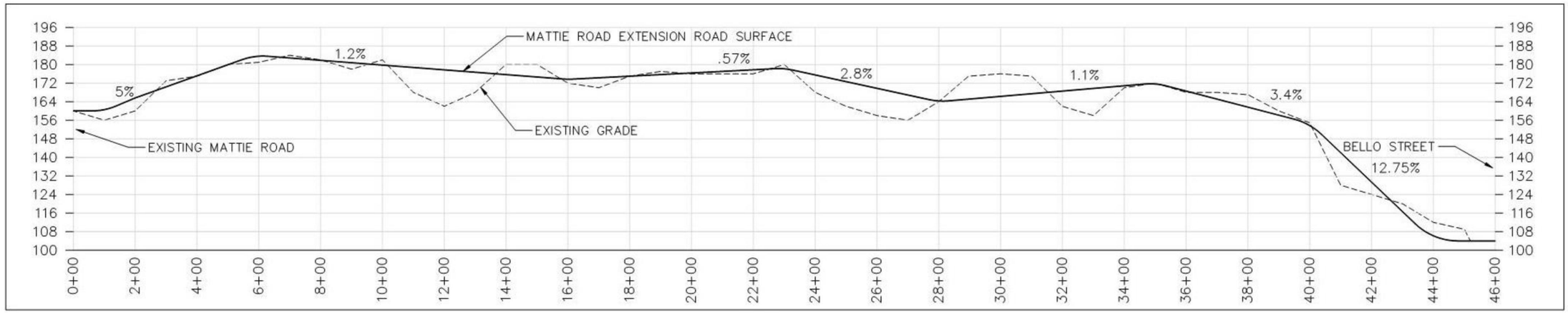
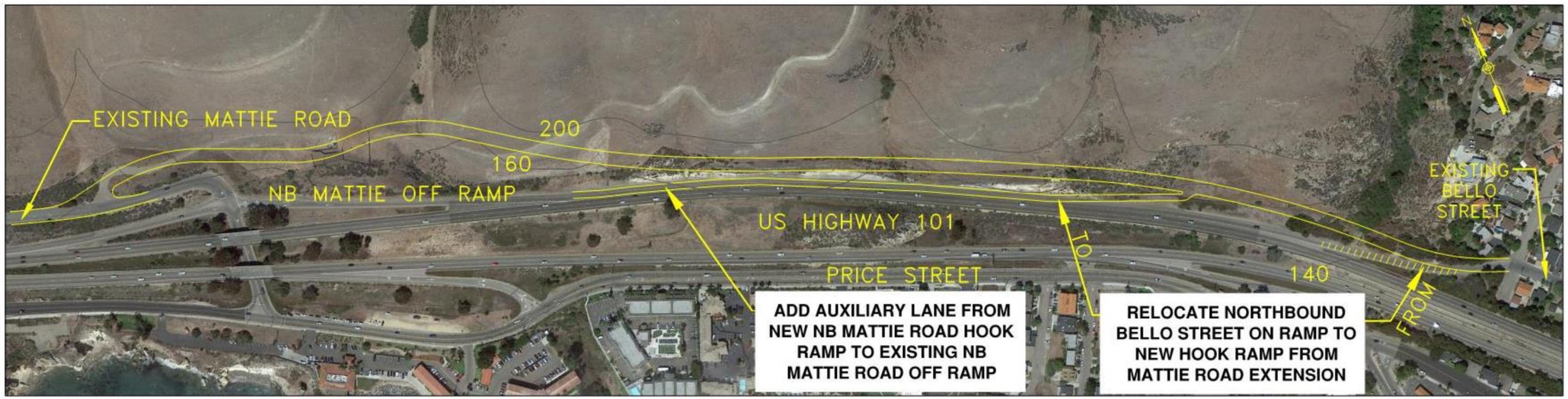
Exhibit 43A – Mattie Road Extension Conceptual Plan/Profile



PROFILE



PLAN

HORIZONTAL 1"=150'

VERTICAL 1"=20'

NOTE: MATTIE ROAD EXTENSION AND NORTHBOUND HOOK RAMP ALIGNMENTS MUST ACCOMMODATE FUTURE WIDENING OF US 101 TO SIX LANES

Exhibit 43B – Mattie Road Extension Conceptual Cross Sections STA 5+00 to STA 20+0

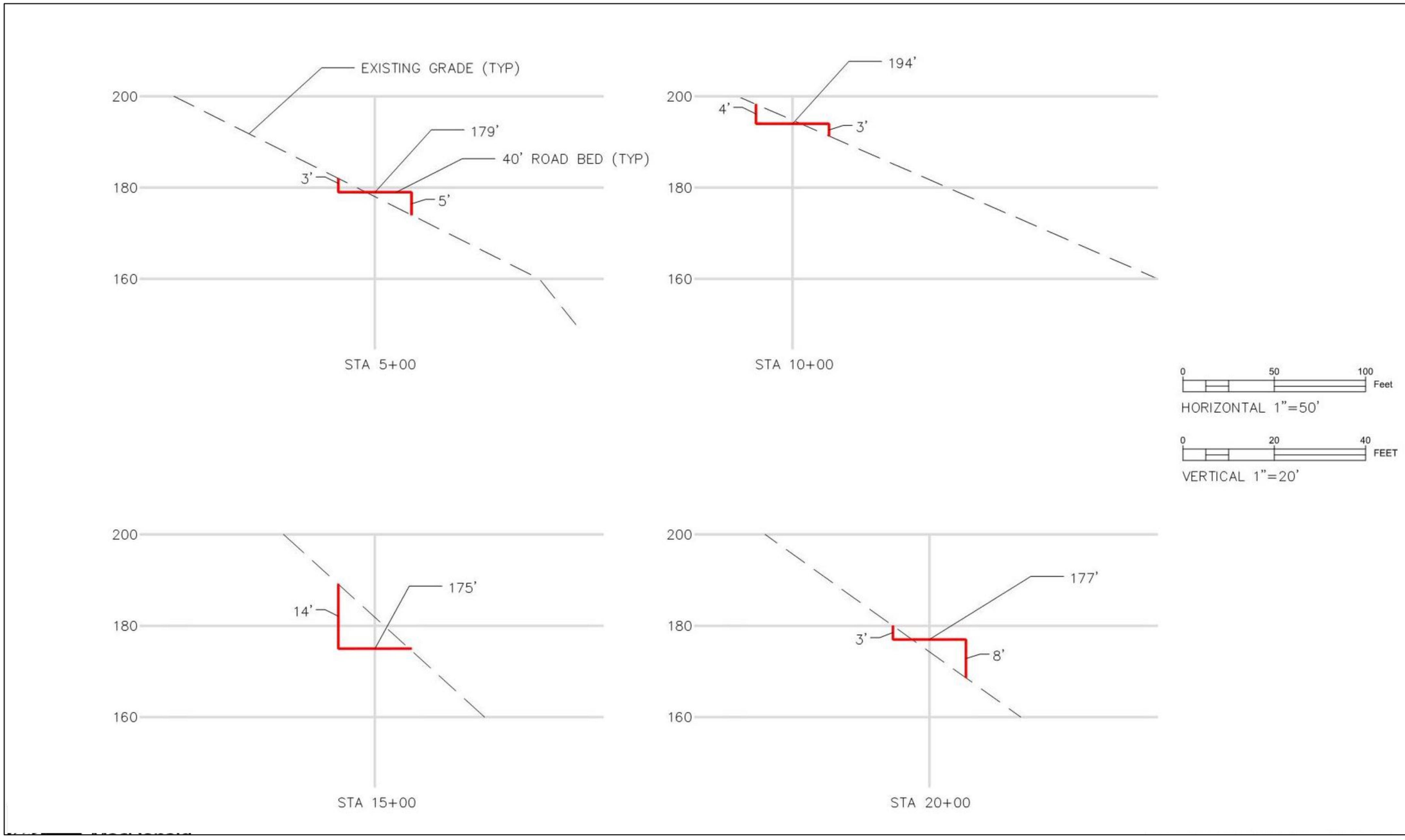
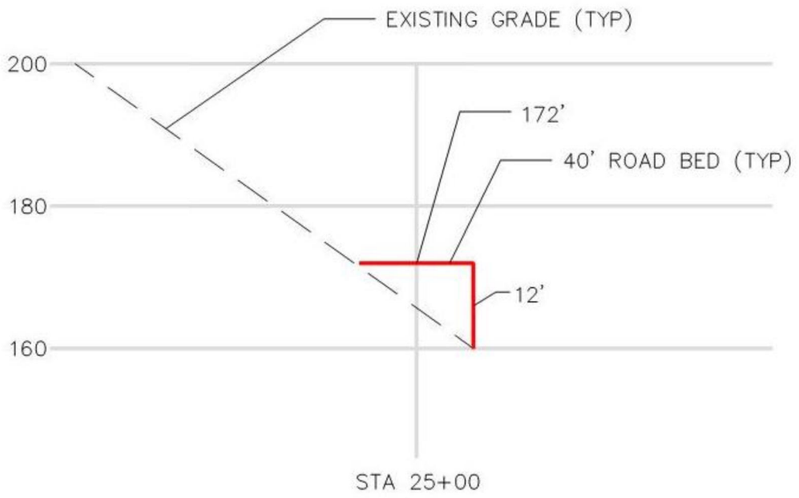
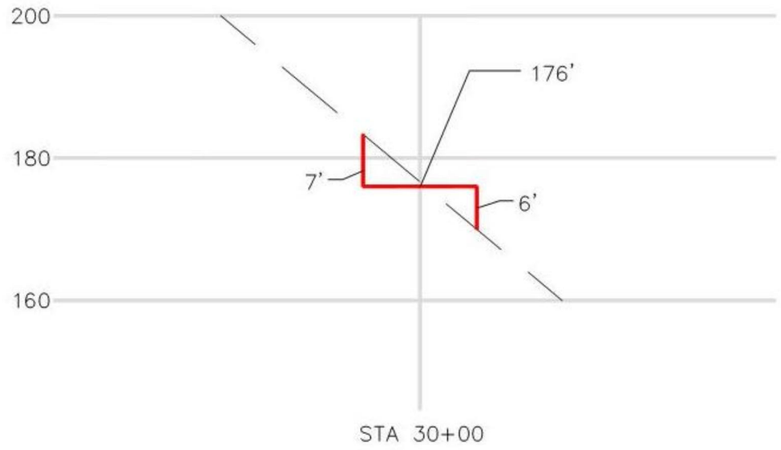
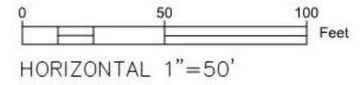
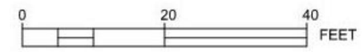


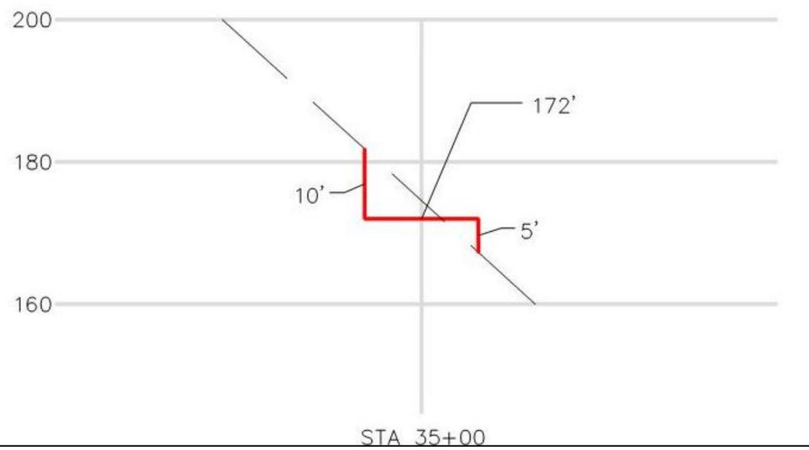
Exhibit 43C– Mattie Road Extension Conceptual Cross Sections STA 25+00 to STA 40+00











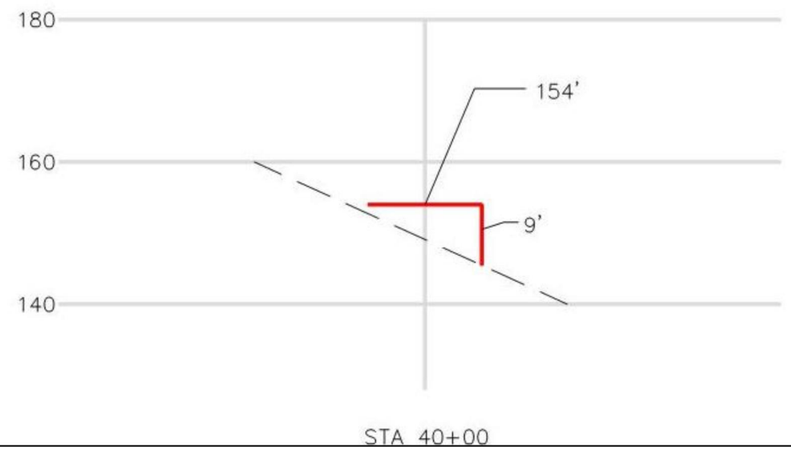


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Exhibit 44 – Mattie Road Area Intersection Levels of Service – General Plan Buildout Weekday PM Peak Hour – With Mattie Road Extension

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	General Plan Buildout (Year 2035) Without Mattie Rd. Extension — No Imprvmnts. Weekday PM Peak Hr Delay (sec)	LOS	General Plan Buildout (Year 2035) Without Mattie Rd. Extension — With Imprvmnts. Weekday PM Peak Hr Delay (sec)	LOS	General Plan Buildout (Year 2035) With Mattie Rd. Extension — No Imprvmnts. Weekday PM Peak Hr Delay (sec)	LOS	General Plan Buildout (Year 2035) With Mattie Rd. Extension — With Imprvmnts. Weekday PM Peak Hr Delay (sec)	LOS	Proposed Improvement(s)
12	Mattie Road	Price Street	SB 1-L, 1-R EB 1-L/T WB 1-T/R	Signal	**C**	6.9	A			9.3	A			
14	US 101 SB Off-ramp - Dolliver Street (SR 1)	Price Street	NB 1-L, 1-R SB 1-L, 1-T, 1-R EB 1-T/R WB 1-L/T	All-Way Stop	**C/D**	16.8	C	***8.9***	***A***	48.8	E	***13.0***	***B***	**Roundabout**

Notes:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for Caltrans is the transition between LOS C and D.
5. Overall level of service standard for the City of Pismo Beach and County of San Luis Obispo is LOS C.

4) Stimson / Ocean View Couplet and Downtown Price Street Modifications

The Stimson Avenue/Ocean View Avenue Couplet would convert Stimson and Ocean View Avenues into one-way streets between Dolliver (SR 1) and Price Streets. Ocean View Avenue would be one-way eastbound and Stimson Avenue would be one-way westbound. Currently, both streets are two-way streets. The project would also add a two-way bicycle facility along Ocean View Avenue between Dolliver (SR 1) and Price Streets. **Exhibits 45A and 45B (Pages 99 and 100, respectively)** depict this improvement. **Exhibit 45A (Page 99)** includes associated channelization modifications along Price Street through lanes through the Ocean View Avenue intersection. **Exhibit 45B (Page 100)** provides a single southbound through lane from Hinds Avenue, requiring the elimination of westbound left turns from the outside lane (currently and optional left/right lane) on the Price Canyon Road approach.

Exhibit 45A (Page 99) shows the extension of two eastbound lanes on Price Street from Stimson Avenue, where they currently transition into a single lane, to Ocean View Avenue. This will provide additional capacity at the Price Street/Stimson Avenue intersection. It will also improve lane utilization on southbound Price Canyon Road at Price Street, which currently experiences long queues during the evening peak period. It will also include a northbound Price Street left turn lane at Stimson Avenue. However, two parking spaces would be lost on the Price Street frontage of the Pismo Food Store as well as three spaces on the east side of Price Street, north of Stimson. A bike lane also would be provided from Hinds Avenue to Ocean View Avenue.

Exhibit 45B (Page 100) shows the provision of a single through lane on southbound Price Street. This has the advantage of preserving on-street parking with ample room for a protected bike lane (cycle track) and northbound Price Street left turn lane at Stimson Avenue. The disadvantage is that it will reduce the capacity of the Price Street/Price Canyon Road-Hinds Avenue intersections, especially for westbound Price Canyon Road. Queues already are long for the westbound to southbound left turn movement with two lanes available for left turns.

The City will need to determine which alternative is the most beneficial. Additional detailed design alternatives also need to be explored, which would require a more detailed alternatives analysis.

The following are features common to both alternatives.

1. The left turn lane on Price Street at Ocean View Avenue is currently only about 40 feet long. This is not enough storage to accommodate current demand (including recreational vehicles), and the geometrics of the upstream northbound off-ramp preclude the lengthening of the left turn lane. By changing Stimson and Ocean View Avenues into a one-way couplet, left turns can be provided at Stimson Avenue (instead of Ocean View Avenue), which can better accommodate a longer left turn lane. This improvement also works well with the proposed Price Street extension (as noted previously). **Exhibits 21 and 30 (Pages 43-47 and 66-70)** depict operations under Existing and General Plan Buildout with the Stimson / Ocean View couplet in place.

2. The Stimson / Ocean View couplet also eliminates one other potential roadway hazard. At the Dolliver (SR 1) / Ocean View intersection, many RVs make the turn from northbound Dolliver Street (SR 1) onto eastbound Ocean View Avenue. These RVs require a large right turning radius, which can cause these vehicles to encroach into oncoming traffic on westbound Ocean View when making the northbound-to-eastbound right turn. With implementation of the Stimson / Ocean View couplet, there will no longer be an opposing traffic stream on westbound Ocean View east of Dolliver Street (SR 1), thus eliminating this issue.

3. Signalization of the Dolliver (SR 1) / Stimson intersection would be preferred to achieve acceptable operations at this location. While this improvement also may be required without implementation of the Stimson / Ocean View couplet, the couplet would eliminate the need to also signalize the adjacent Dolliver (SR 1) / Ocean View intersection.

Appendix L provides recommended design considerations (i.e., “best practices”) for the proposed two-way bicycle facilities on Ocean View Avenue and Price Street.

A short term alternative that can be easily implemented is to provide wayfinding signs directing large vehicles to continue northbound on Dolliver Street to Hinds Avenue. Hinds Avenue is a two lane, one-way street that can accommodate large right turning vehicles without encroaching into on-coming traffic.

Exhibit 45A – Stimson Ave. / Ocean View Ave. One way Couplet with Two Eastbound Price St. Through Lanes

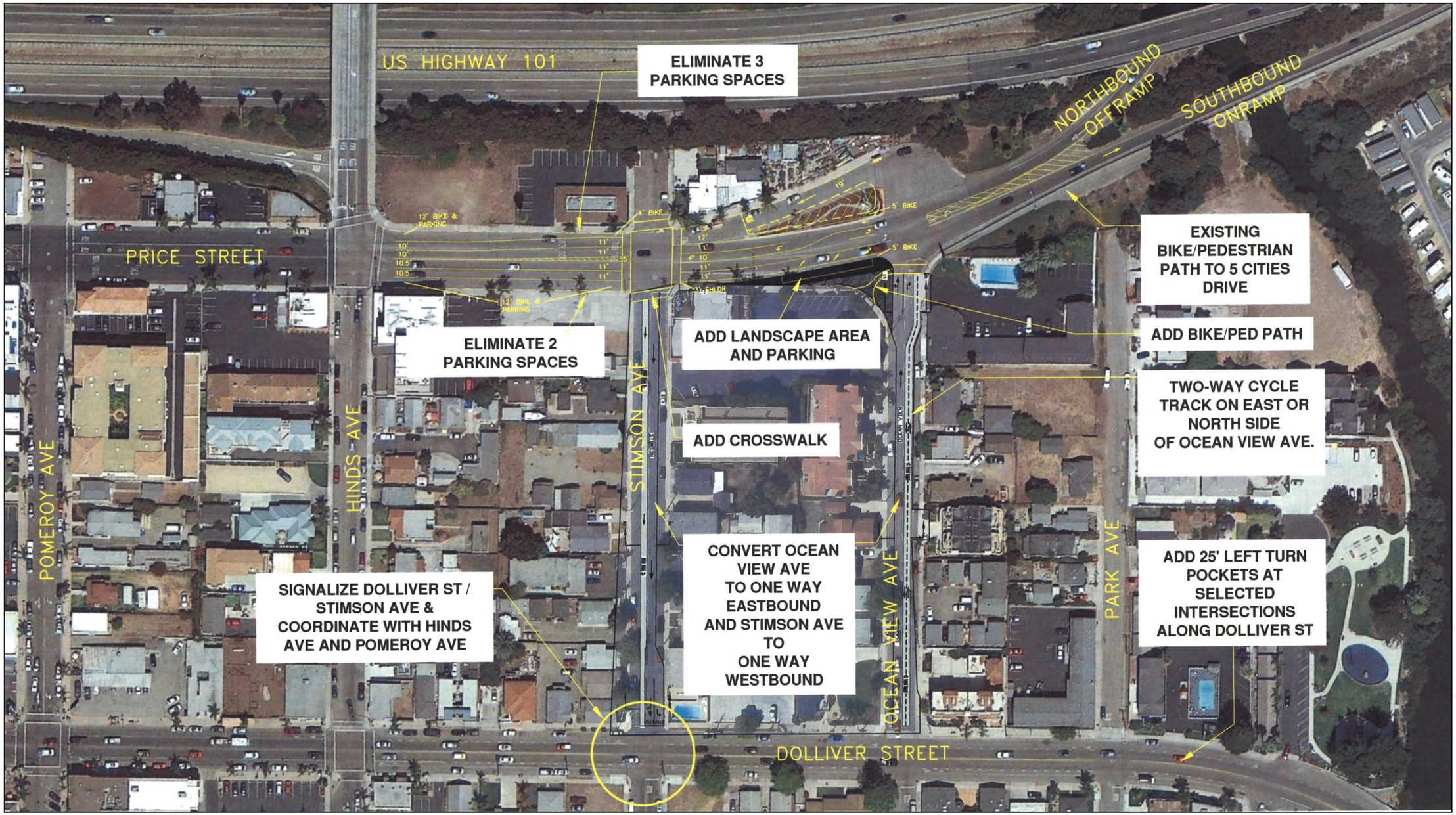

Exhibit 45B – Stimson Ave. / Ocean View Ave. One way Couplet with Two-Way Cycle Track



5) Pier Area Improvements

The downtown area, especially in the vicinity of the Pismo Beach Pier, is the location of the most severe congestion in the City of Pismo Beach, occurring on nearly all summer weekends and holidays. Downtown is also the location of the highest pedestrian traffic, which is a major contributor to vehicle congestion, due to the requirement of vehicles to yield to pedestrians in crosswalks.

Bicycle traffic is also highest in the downtown area and between the pier area and the RV and camping facilities to the east along Dolliver (SR 1), with about 60 bicyclists (30 bicyclists in each direction) during both the Summer Sunday and Memorial Day Sunday afternoon peak hours. This is more than four times as much as occurs during the Weekday PM peak hour (about 13 bicyclists in each direction). A similar trend also occurs along Dolliver Street (SR 1) within the downtown, with about 40 bicyclists (20 in each direction) on Sundays, versus 10-20 bicyclists during the Weekday PM peak hour.

Recommended improvements in the Pier Area that improve traffic operations, pedestrian and bicycle facilities or provide signal operations that reduce pedestrian impacts on traffic operations are listed below. They are located in **Exhibit 46 (Page 103)**, followed by individual discussions on the subsequent pages.

a. Cypress Street/Pomeroy Avenue Pedestrian Scramble Traffic Signal and
d. Dolliver Street (State Route 1)/Pomeroy Signal Modification to Pedestrian Scramble
e. Dolliver Street Left Turn Pockets
f. Restrict Motorized Vehicles on the Cypress Street Bridge
g. Cypress Street Bike Boulevard;
h. Addie / Park Avenue Couplet; and
i. Restrict Motorized Vehicles on Pomeroy Avenue South of Cypress

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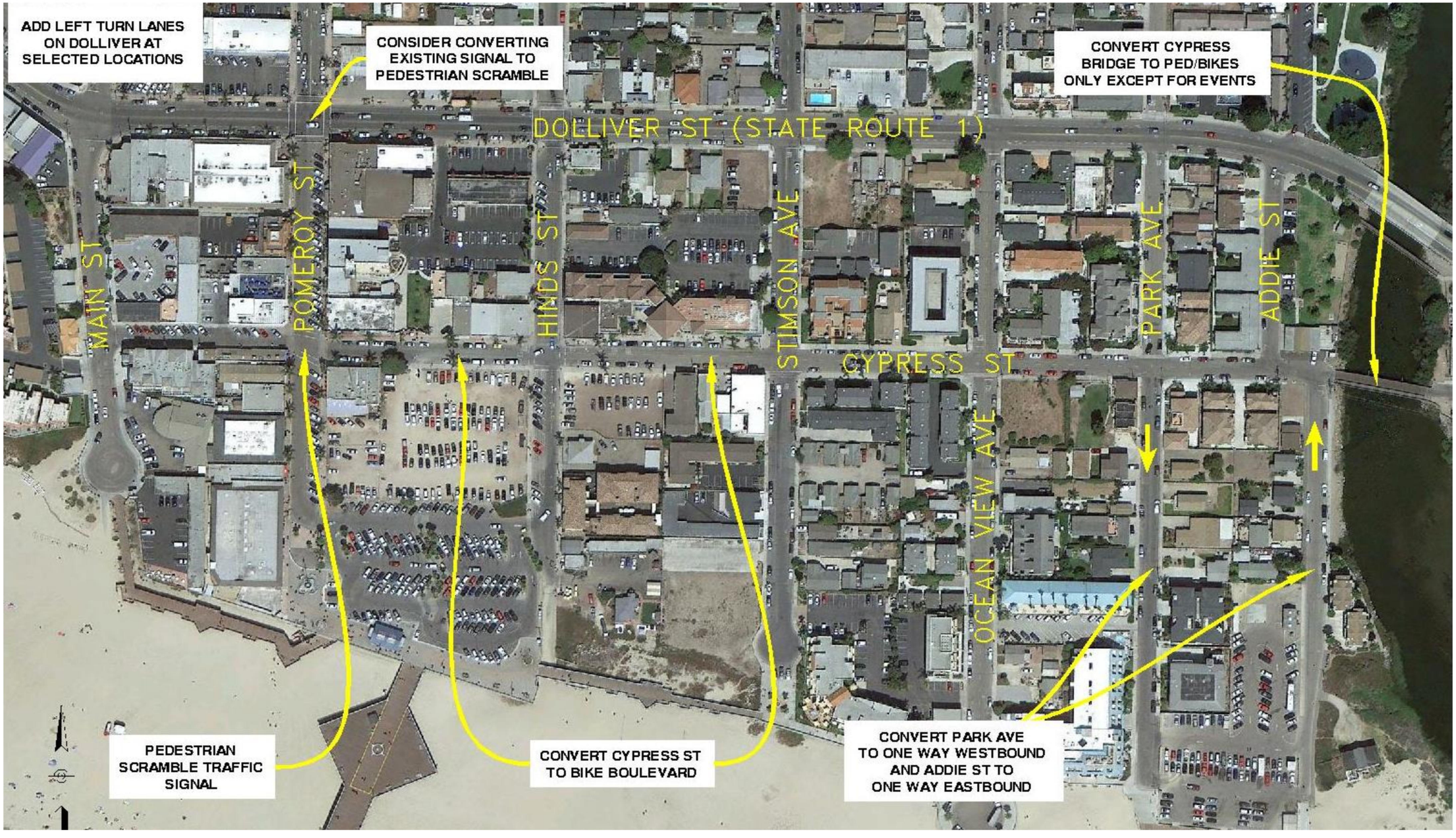
Exhibit 46 – Recommended Pier Area Improvements



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a. Cypress Street/Pomeroy Avenue Pedestrian Scramble Traffic Signal and

b. Dolliver Street (State Route 1)/Pomeroy Signal Modification to Pedestrian Scramble

A total of 257 pedestrians crossed the four legs of the Dolliver (SR 1)/Pomeroy intersection during the weekday evening peak hour, compared with 1,023 crossings on a Summer Sunday afternoon and 1,305 on Memorial Day Sunday afternoon (see Exhibits 8 through 10 (Pages 19-21)). The Pomeroy/Cypress intersection experienced 665 pedestrian crossings on the weekday evening, 2,765 on a summer afternoon and 2,033 on the Memorial Day Sunday afternoon. All of these are extremely high volumes that severely affect intersection operations. Installation of a pedestrian-based signal, also called a "pedestrian scramble", may be a viable option at both locations. An example of a pedestrian scramble is depicted in **Exhibit 47 (right)**. This signal would provide a pedestrian-only phase at the intersection. During the pedestrian phase, pedestrians would be allowed to cross all of the intersection approaches at once, without vehicular conflicts. Pedestrians would also be allowed to cross diagonally across the intersection, again without any vehicular conflicts.



Exhibit 47 – Example of a Pedestrian Scramble

At the Cypress / Pomeroy intersection, the pedestrian scramble will improve existing congestion levels by organizing the current randomness of pedestrian crossings. This signal would operate as a two-phase signal, alternating between traffic flow and pedestrian crossings. Organizing the pedestrian crossings into a set timeframe (versus the current random timing of the pedestrian crossings) would reduce vehicle queuing on Pomeroy Avenue and reduce the potential for pedestrian collisions. The pedestrian scramble signal could also be turned off during the off season, reverting the intersection back to the stop control that is present today.

The addition of a pedestrian scramble should be investigated at the Dolliver Street (SR 1)/ Pomeroy Avenue signal. As noted in **Section 2.J - Traffic Operations and Recommendations – Existing Conditions**, pedestrians are occasionally restricted from crossing Dolliver by vehicular congestion on Sundays during the peak season, which will be more difficult as vehicular and pedestrian traffic increase in the future. The addition of a pedestrian scramble could be a method to improve the capacity of pedestrian crossings at this intersection. This intersection is owned by Caltrans, which has investigated the use of pedestrian scramble phases on state highways in the past. However, it has not pursued or implemented them on any state highways to date.

c. Dolliver Street Left Turn Pockets

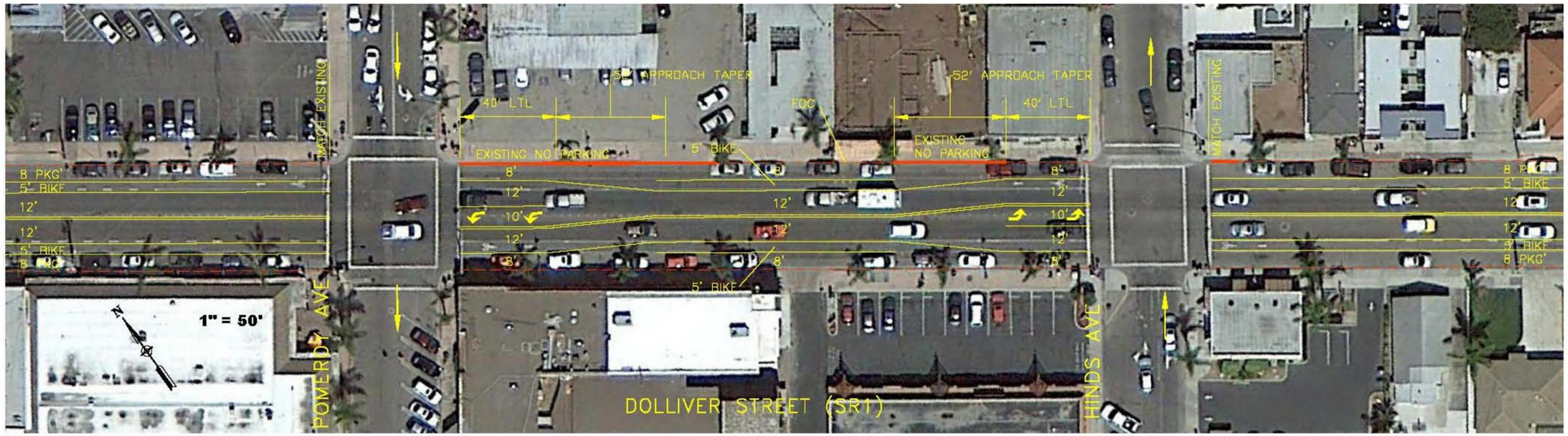
The addition of short exclusive left turn pockets (40 foot long by 10 feet wide) on Dolliver Street (SR 1) at key intersections between Wadsworth Avenue and Ocean View Avenue, such as at Pomeroy Avenue and Hinds Avenue, should be considered. Most left-turning vehicles on Dolliver Street (SR 1) would be able to leave the through lane while waiting for gaps in opposing traffic, thus allowing through traffic to flow freely in an adjacent lane. This would help mitigate the current situation, where left-turning vehicles wait in through lanes and block through traffic on Dolliver Street (SR 1). Blocked vehicles can often attempt to bypass these left-turning vehicles via the bicycle lane, potentially endangering passing bicyclists.

However, due to the narrow width of Dolliver Street (SR 1) – 50 feet of pavement –some on-street parking will be lost – up to three spaces on each side of Dolliver where a left turn pocket is provided. Alternatively, the existing bike lane would need to be terminated in the proximity of the left turn lane. However, the beneficial improvement in traffic congestion justifies this improvement. Two alternative left turn pockets are conceptually illustrated on **Exhibit 48** on the following page. Alternative A illustrates a left turn pocket centered on Dolliver Street. Alternative B illustrated a left turn pocket offset to the northbound side of Dolliver Street. Alternative B probably would result in the loss of fewer on-street parking spaces. Dolliver Street is a state highway and any modifications will require Caltrans approval. Also, consideration needs to be given to maintaining continuous northbound and southbound Class II bike lanes as recommended in the *Pismo Beach Complete Street Plan*.

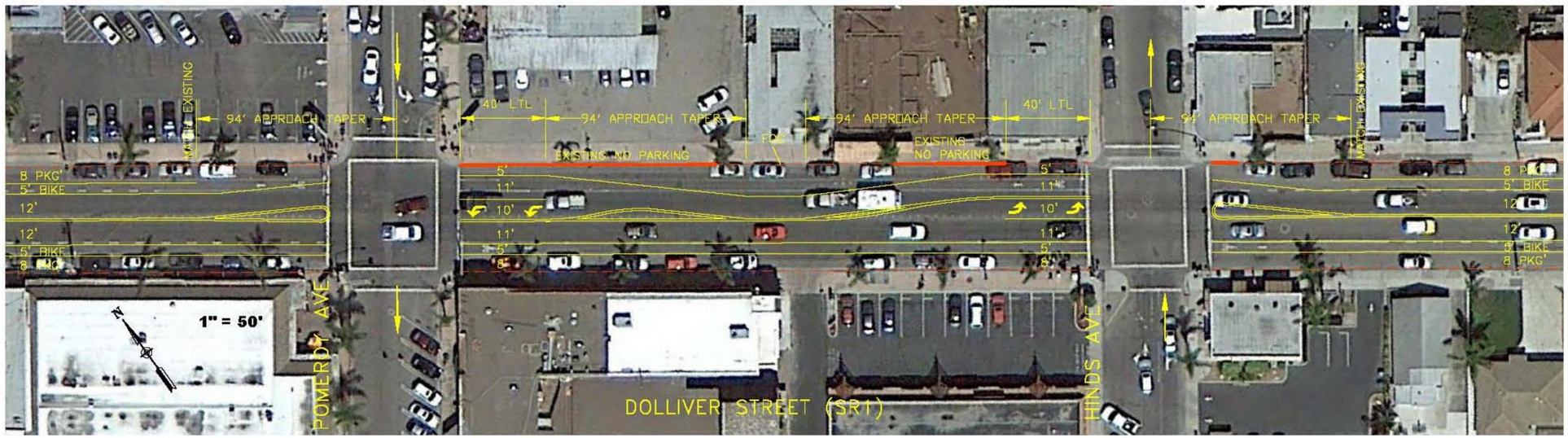
d. Restrict Motorized Vehicles on the Cypress Street Bridge

The Downtown Strategic plan recommended considering the prohibition of vehicle traffic along the Cypress Street bridge over Pismo Creek. The bridge would instead be exclusively used by pedestrians and bicyclists, with the exception of small electric vehicles, emergency vehicles and special event traffic. This closure could be done on a trial basis to better assess the benefits and consequences of this modification.

Exhibit 48 – Left Turn Pocket Alternatives on Dolliver St. (SR1)



ALTERNATIVE A - LEFT TURN POCKET CENTERED ON DOLLIVER (SR1)



ALTERNATIVE B - LEFT TURN ON NORTHBOUND SIDE OF DOLLIVER (SR1)

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e. **Cypress Street Bike Boulevard**

This improvement was suggested in the Downtown Strategic Plan. It would convert Cypress Street into a bicycle boulevard (i.e., a street where bicycles have the right-of-way over vehicles). The conversion would be similar to that of Morro Street in San Luis Obispo, with pavement striping indicating that Cypress Street is a bicycle boulevard, although unlike Morro Street, no forced vehicle traffic diversions would be implemented on Cypress Street. **Exhibit 49 (right)** depicts a sample roadway pavement striping (similar to striping on Morro Street in San Luis Obispo) that could be added to Cypress Street to indicate that the roadway is a bike boulevard. Cypress Street carries about 200 to 250 vehicles in the peak hour at relatively low speeds. A bike boulevard should be easily implemented. Consideration could also be given to reducing the speed limit to 20 miles per hour, which would reduce the speed differential between motorized vehicles and bicycles.



Exhibit 49 – Example of Bike Boulevard Pavement Striping

f. **Addie Street / Park Avenue Couplet**

Convert Addie Street and Park Avenue into one-way streets between Dolliver Street and the public parking lot along the beachfront. Addie would be one-way westbound (toward the beach) and Park one-way eastbound (toward Dolliver). Both Addie Street and Park Avenue are very narrow for roadways that allow two-way traffic (30 feet wide or less). With parking on both sides of the street, only about 14 feet remains for two-way travel. Most local streets have at least 20 feet for vehicle travel. By converting both roadways into a one-way couplet, only one lane of traffic will be needed on each street and parking can be preserved on both sides of each street.

Converting Addie Street and Park Avenue to one-way streets will require traffic generated from land uses along these streets to travel through the city parking area at the beach end of Addie Street. This parking lot layout should be reconfigured to both improve vehicle throughput and also improve the efficiency of the parking layout.

Neither street experiences a large volume of traffic. The Addie Street / Park Avenue one-way couplet conversion will have little effect on traffic operations in the area during normal traffic conditions, although it may have an effect during special events held in the vicinity of the Addie Street parking lot.

g. Restrict Motorized Vehicles on Pomeroy Avenue South of Cypress

Convert Pomeroy Avenue to pedestrian traffic only between Cypress Street and the pier area. As previously shown on **Exhibits 9 and 10 (Pages 20-21)**, the extreme pedestrian activity crossing both Pomeroy Avenue and Cypress Street on Sundays during the peak season affects the operation of both streets at their intersection. For this reason, Pomeroy Avenue could be converted into a pedestrian walkway between Cypress Street and the pier. This would force all traffic currently using Pomeroy to turn left onto Cypress, eliminating one of the largest pedestrian/vehicle conflicts in the city. In addition, converting Pomeroy Avenue into a pedestrian walkway would be consistent with the long-term vision of the pier plaza as described in the *Pismo Beach Downtown Strategic Plan.* The entrance to the pier would be converted to a pedestrian-only plaza with minimal or no adjacent parking.

One of the major disadvantages of this improvement would be the loss of on-street parking on Pomeroy between Cypress and the pier parking area, although these spaces could be replaced elsewhere in the downtown area.

If the pier parking area were to remain in place (or moved underneath the plaza in front of the pier, as shown in the Strategic Plan concepts of the pier area), the entrance to the pier parking area would need to be relocated to Hinds Avenue. This, in turn, would require the conversion of Hinds Avenue to two-way travel between the pier parking lot and Cypress Street. Inbound traffic would be diverted onto Cypress Street and Hinds Avenue. Both Hinds Avenue and Cypress Street could accommodate the additional traffic.

Consideration should be given to maintaining emergency and evacuation access via the Pomeroy pedestrian facility. If the City of Pismo Beach desires to underground the pier parking area, it could still place the entrance off of Pomeroy Avenue west of Cypress Street, via an access ramp into the parking lot. Pedestrian access to the pier area could be preserved via a widened sidewalk at ground level alongside the existing businesses along the north frontage of Pomeroy Avenue near the pier.

There are many different access and configuration decisions that would need to be made prior to a restriction of motorized vehicles on Pomeroy Avenue south of Cypress Street. It is therefore recommended that this improvement not be implemented until a plan for the pier parking area is completed.

6) Downtown One-Way Couplet Alternatives

Several downtown one-way couplet alternatives were evaluated as a part of this study. They include reversing the existing Pomeroy-Hinds couplet, creating a Dolliver (SR 1)/Price couplet, and creating a Dolliver (SR 1)/Bello couplet. Each is discussed below.

a. Reverse One-Way on Pomeroy and Hinds

Currently, Pomeroy Avenue is one-way westbound (i.e., towards the beach) and Hinds Avenue is one-way eastbound (i.e., away from the beach) between the pier and Price Street. This alternative would reverse the one-way directions of Pomeroy and Hinds Avenues, so that Pomeroy is one-way eastbound and Hinds Avenue is one-way westbound.

The current one-way couplet was created in the 1990s to address the collision history at the Price Street / Hinds Avenue intersection, specifically collisions created by traffic turning from Price Street onto Hinds Avenue. Reversing the one-way directions on Pomeroy and Hinds would re-introduce these movements at the Price / Hinds intersection, and thus may lead to an increase in collisions. For this reason, it is recommended that this improvement not be implemented.

b. Dolliver (SR 1)/ Price Couplet

This alternative would convert Dolliver (SR 1) and Price Streets into one-way streets between the Price/Dolliver intersection and their mutual intersections with Hinds Avenue. Dolliver Street (SR 1) would be one-way southbound and Price one-way northbound. Based upon the volumes on both corridors, Dolliver Street (SR 1) would likely need to have two through lanes. Price Street would operate acceptably with one lane.

This alternative would change the character of the Price Street corridor between Pomeroy and San Luis Avenues, as the roadway would function as a major through street rather than its current function of primarily providing access to adjoining businesses. The existing median on-street parking on Price Street in this area would likely need to be eliminated due to the potential conflicts between pedestrians and the increased through traffic. The resulting parking supply may not be adequate to serve the demand from Price Street businesses.

It is also likely that Caltrans may require that Price Street also be designated as SR 1, in order to provide a state facility in the opposing direction to Dolliver Street. Caltrans encroachment permits would then be required for any work within the Price Street right of way, which could constrain the City's ability to manage traffic operations in the downtown. The through traffic function of a state highway designation for Price Street would likely also conflict with the pedestrian-orientation of Price Street that the City has created in the area, such as the stop sign locations and the 15 miles per hour speed limit, and would likely need to be removed. The designation as a state highway would not be necessary if Caltrans were to relinquish the portion of SR 1 within the downtown, in which case the jurisdiction of the streets would revert to the City of Pismo Beach. However, the typical relinquishment process with Caltrans can take many years to accomplish. For these reasons, this couplet alternative is not recommended for implementation.

c. Dolliver/Bello Couplet

One variant to the Dolliver/Price Couplet is the Dolliver / Bello Couplet. This improvement would be similar to the Dolliver / Price couplet, except that Price Street would be replaced by Bello Street as the westbound one-way street. This variant would not have the same configuration effects upon Price Street as the Dolliver / Price couplet, but would introduce considerable through traffic on Bello Street, which is mostly residential and would still be subject to the probable need to designate Bello Street at SR 1. For these reasons, the Dolliver / Bello couplet is not recommended for implementation.

F. Regional Highway Improvements

SLOCOG is proposing a number of improvements to the US 101 corridor, which connects the Five Cities region to the rest of San Luis Obispo County and beyond. The segment of US 101 within Pismo Beach experiences the largest traffic volume along US 101 in the South County region with approximately 68,000 vehicles per day. The widening of US 101 to six lanes has been proposed through the Five Cities region for many decades (including in the 1992 Pismo Beach General Plan). However, the high expense and limited funding sources for this widening have led SLOCOG to attempt to maximize the capacity of the existing corridor with multi-modal, relatively low cost strategies. This effort began in the early 2000s with the addition of auxiliary lanes (i.e., ramp-to-ramp lanes) between Price Street and Oak Park Boulevard. SLOCOG and RTA (San Luis Obispo Regional Transit Authority) are currently planning Bus Rapid Transit (BRT) service along the US 101 corridor.

The latest plans proposed by SLOCOG are described in the *US 101 Corridor Mobility Master Plan.* They include improvements to the ramps and segments along southbound US 101 between Avila Beach Drive and Hinds Avenue and are listed in **Exhibit 50 (Page 114)**. They include the addition of auxiliary lanes, ramp meters, extensions of the acceleration and deceleration distances on various ramps, extending the climbing lane on southbound US 101 to the Spyglass Drive off-ramp, and other ramp improvements. Many of these improvements are currently being evaluated in more detail by Caltrans staff.

In December 2014, SLOCOG released its draft 2014 Regional Transportation Plan, which identifies its transportation goals for San Luis Obispo County, its preferred regional transportation improvements within the County and how it will fund them. This continues the theme of maximizing the capacity of the existing corridor, as well as increasing the number of transportation mode choices that are available to San Luis Obispo County residents. Proposed improvements in the Pismo Beach region include regional Transportation System Management strategies (such as the establishment of three new park and ride lots within Pismo Beach), the addition of regional transit service at the US 101 / Spyglass Drive interchange, the Price Street/James Way extension, reconstruction of the Hinds Avenue bridge over US 101, and the previously mentioned improvements along US 101 in Pismo Beach. Many of these proposed improvements do not have available funding at this time.

Exhibit 50 – Regional Improvement Concept List in Five Cities Area

ID	Description	Project Location
US 101 Freeway Improvements		
1.1.a	Add General Purpose Lanes	NB/SB 101 - Traffic Way to Avila Beach Drive
1.1.b	Add HOV Lanes	NB/SB 101 - Traffic Way to Avila Beach Drive
1.1.c	Add Auxiliary Lanes *	Various
1.1.d	Add Ramp Meters	NB/SB 101 - On-Ramps Traffic Way to Avila Beach Drive
1.1.e	N/A (see Project 1.5.a)	
1.1.f	N/A (see Project 1.5.b)	
1.1.g	Increase Regional Transit Service	Traffic Way to Avila Beach Drive
1.1.h	Travel Demand Management	Traffic Way to Avila Beach Drive
* US 101 Freeway Auxiliary Lane Improvements		
1.1.c01	1300' Deceleration Lane	NB 101 - Grand Avenue Off-Ramp
1.1.c02	Ramp to Ramp Auxiliary Lane	NB 101 - Brisco Road to Camino Mercado
1.1.c03	Acceleration Lane to N. Oak Park Blvd Overcrossing	NB 101 - Camino Mercado On-Ramp
1.1.c04	Close James Hook On-Ramp. Extend Auxiliary Lane to 4th Street	NB 101 - 4th Street to James Way On-Ramp
1.1.c05	600' Deceleration Lane	NB 101 - Wadsworth Avenue Off-Ramp to Hinds Avenue Overcrossing
1.1.c06	2000' Acceleration Lane	NB 101 - Mattie Road On-Ramp
1.1.c07	1300' Deceleration Lane	NB 101 - Spyglass Drive On-Ramp
1.1.c08	Ramp to Ramp Auxiliary Lane	NB 101 - Spyglass Drive to Avila Beach Drive
1.1.c09	2000' Acceleration Lane	NB 101 - Avila Beach Drive On-Ramp
1.1.c10	1300' Deceleration Lane	SB 101 - Avila Beach Drive Off-Ramp
1.1.c11	Extend Truck Climb Lane	SB 101 - Spyglass Drive Off-Ramp
1.1.c12	Add 3rd Lane (Project 1.1.c11 + 1.1.a or 1.1.b)	SB 101 - Spyglass Drive Off-Ramp
1.1.c13	Extend Auxiliary Lane to Avila Beach On-Ramp	SB 101 - Avila Beach Drive On-Ramp to Project 1.1.c12
1.1.c14	2000' Acceleration Lane	SB 101 - Spyglass Drive On-Ramp
1.1.c15	Ramp to Ramp Auxiliary Lane	SB 101 - Price Street (Dinosaur Cave Park) to Price Street (Mattie Road)
1.1.c16	1300' Deceleration Lane	SB 101 - SB 1 Off-Ramp
1.1.c17	1300' Deceleration Lane	SB 101 - Hinds Avenue Off-Ramp
1.1.c18	2000' Acceleration Lane	SB 101 - El Camino Real (12th Street) On-Ramp
1.1.c19	1300' Deceleration Lane	SB 101 - Halcyon Road Off-Ramp
Fair Oaks Avenue Intersection Improvements		
1.2.a	Add Traffic Signal (Offset Intersection)	Fair Oaks Avenue at Orchard Avenue and SB 101 Off-Ramp
1.2.b	Add Roundabout (Offset Intersection)	Fair Oaks Avenue at Orchard Avenue and SB 101 Off-Ramp
1.2.c	*Convert Orchard Avenue to Right In/Out*	*Fair Oaks Avenue at Orchard Avenue*
1.2.d	*Close Orchard Avenue Access to Fair Oaks Avenue*	*Fair Oaks Avenue at Orchard Avenue*
1.2.e	Realign SB 101 Ramp Terminal to Orchard Avenue (Signal)	Fair Oaks Avenue at Orchard Avenue and SB 101 Off-Ramp
1.2.e	Realign SB 101 Ramp Terminal to Orchard Avenue (Roundabout)	Fair Oaks Avenue at Orchard Avenue and SB 101 Off-Ramp
Carpool / Vanpool / Transit Access		
1.3.c	Small Park & Ride Lot (Spyglass Drive)	Spyglass Drive at Mattie Road or Shell Beach Road
Price Street Gap Closure		
1.5.a	Extend Price Street to Five Cities Drive	Price Street between Ocean View Avenue & Five Cities Drive
1.5.b	US 101 Collector Distributor Lanes	US 101 - NB/SB between Price Street and 4th Street
Pismo Creek / Anza Trail Improvements		
1.6.a	New Bicycle / Pedestrian Bridge at UP Railroad	James Way to Pismo Beach Sports Complex
1.6.b	Class I Trail along Pismo Creek	Pismo Creek between UP Railroad and Price Street
1.6.c	Class I Trail along the UP Railroad	UP Railroad between Pismo Creek and James Way

Projects shown in *italics* were not carried thorugh full analysis due to other factors that rendered them infeasible or if they have already been programmed for funding through other efforts.

Abridged from: *US 101 Corridor Mobility Master Plan* , Kittleson & Associates, December 2014.

4. Recommendations

Study recommendations are summarized in **Exhibit 51 (Page 116)** and repeated below. The recommendations are organized into the following categories:

A. Pedestrian and Bicycle
B. Transit
C. Rail
D. Parking
E. Traffic Operations
F. Transportation Demand Management

A. Pedestrian and Bicycle

CROSSWALK ENHANCEMENTS

The *Pismo Beach Bicycle and Pedestrian Master Plan*, *Complete Street Plan*, and *Downtown Strategic Plan*, encourage pedestrian activity throughout the City in order to minimize automobile congestion and increase walking, bicycling, and other healthy living practices. In particular, high traffic areas within and adjacent to downtown, local schools, sports facilities, and parking/transit facilities should be areas of focus where enhancement of existing crosswalks or the incorporation of new crosswalks would encourage increased pedestrian activity and/or would improve pedestrian safety. Additional recommendations for crosswalk enhancements in the Pismo Beach Complete Street Plan and Downtown Strategic Plan include:

Complete Street Plan

- At the Terrace Avenue intersection with Shell Beach Road and the Shell Beach Road/Price Street/Cliff Avenue intersection, crosswalks should be highlighted through the incorporation of decorative paving treatments with separate markings for bicycles and pedestrians.

- Within the downtown area, enhancements of existing crosswalks should include decorative pavers and/or markings to enhance the walkability and beautification of the street scene.

- Where appropriate, raised sidewalks, decorative pavers, and ADA crosswalk upgrades should be incorporated to improve and enhance the existing or proposed pedestrian infrastructure and safety throughout the City.

Downtown Strategic Plan

- The City should enhance crosswalks at Main Street, Pomeroy Avenue, Hinds Avenue, and Stimson Avenue with special paving and/or markings.

Exhibit 51 – Summary of Recommendations

Item No.	Recommendations
A. Pedestrian and Bicycle	
1.	Identify locations within Pismo Beach where crosswalks should be added or enhanced
2.	Pursue implementation of recreational trails, as funding becomes available
3.	Convert Cypress Street, between Hinds Avenue and Addie Street, into a bicycle boulevard
4.	Convert the existing Cypress Street bridge over Pismo Creek into primarily bicycle and pedestrian use, but open to one-way vehicle traffic during special events.
5.	Provide additional support facilites for pedestrian and bicycle use throughout the city
6.	Consider establishing a bicycle sharing program
7.	Extend the existing promenade north of Main Street
8.	Increase eduction, encouragement, and enforcement of bicycle facilities
9.	Implement other recommendations within the Bicycle and Pedestrian Master Plan
10.	Implement other recommendations within Pismo Beach Complete Streets Plan
11.	Implement other recommendations within the Downtown Strategic Plan
B. Transit	
1.	Work with San Luis Obispo Council of Goverments (SLOCOG) and San Luis Obispo Regional Transportation Authority (RTA) to improve transit availability and accessibility within Pismo Beach
C. Rail	
1.	Work with RTA, SLOCOG, and the City of Grover Beach to add a shuttle service between the Grover Beach train station and Downtown Pismo Beach
D. Parking	
1.	Develop a Parking Strategy Plan for Downtown Pismo Beach
2.	"Right Size" (i.e. utilize during off-season) the parking inventory within Downtown Pismo Beach
3.	Add both static and dynamic parking wayfinding systems
4.	Study further feasibility of potential parking structure site, including:
	a. Parking structure site analysis
	b. Analyze cost benefit anaysis for each site
	c. Prepare financial feasibility for each site
	d. Prioritize development of site ranking; select site and move forward with development plan
5.	Need for downtown parking standards review
6.	Site-Specific parking improvements:
	a. Parking inventory control system (i.e. dynamic system) at pier parking area
	b. Back-in parking in on-street spaces on Pomeroy Avenue between Price Street and pier parking area
	c. Back-in parking in on-street spaces on Hinds Avenue between pier parking area and Price Street
	d. Convert existing parking into back-in parking on Price Street, Pomeroy Avenue, and Hinds Avenue (see **Appendix N**)
	e. Re-evaluate parking lot layout for Addie Street lot to increase parking inventory and improve flow

(Table continued on next page)

Exhibit 51 – Summary of Recommendations (Continued)

Item No.	Recommendations
E. Traffic Operations	
1.	Implement intersection improvements identified within **Exhibits 21** and **30**
2.	Implement Stimson/Ocean View one-way couplet, including signal at Dolliver Street (SR 1) / Stimson Avenue and striping improvements along Price Street
3.	Adopt policy that establishes a lower or no level of service standard within the Downtown area
4.	If implement Price Street extension, also implement associated striping improvements along Price Street, Stimson/Ocean View one-way couplet, and improvements at the US 101 Southbound Ramps - Outlets Main Entrance / Five Cities Drive intersection
5.	If the Southbound US 101 Off-Ramp to Hinds Avenue is closed, prohibit through trucks on Price Street [Dolliver Street (SR 1) to Hinds Avenue]
6.	Implement the Addie Street / Park Avenue one-way couplet
7.	Only convert Pomeroy Avenue to pedestrian-only traffic if way(s) to replace lost parking spaces are identified.
8.	Add left turn lanes on Dolliver Street once have identified way(s) to replace any lost parking spaces
9.	Work with San Luis Obispo Council of Governments (SLOCOG) in its efforts to implement the improvements identified within the *US 101 Corridor Mobility Master Plan* and the *2014 Regional Transportation Plan*
F. Transportation Demand Management	
1.	Consider establishing a Transportation Demand Management (TDM) plan for the Downtown area

PROPOSED TRAILS

The City of Pismo Beach should pursue recreational trails as funding becomes available. One example is the Pismo Creek Recreational Path, whose alignment is included in **Appendix M**. Both the City of Pismo Beach and San Luis Obispo County have identified the establishment of this trail as a long-term goal.

PROPOSED BIKEWAYS

Bikeway improvements and enhancements recommended in the *Pismo Beach Bicycle and Pedestrian Master Plan*, *Complete Street Plan*, and *Downtown Strategic Plan* include the following, listed individually for each of the three documents.

Bicycle and Pedestrian Master Plan

- Planning and development activities that construct, reconstruct, or reconfigure existing roadways shall, to the extent feasible as determined by the City, provide pedestrian and bicycle facilities as shown on **Exhibits 7 and 8 (Pages 15 and 19)**.
- Future Planning projects and right-of-way dedications will take the existing layout and circulation of bicycle facilities into consideration and make appropriate adjustments for facilities identified in the plan.
- Whenever new development is adjacent to an existing commercial center, school or other community facilities, development should include non-motorized pathways to the center/school/facility.
- The Bike Plan shall be consulted when assembling and updating the Capital Improvement Program.

Complete Street Plan

- Class II bicycle lanes should be extended along both sides of Shell Beach Road from the northern City limits to Spyglass Drive.
- A separate multi-use trail along the west side of Shell Beach Road from the northern City limits to Spyglass Drive should be incorporated to encourage non-motorized transportation and recreational activities within and outside the City limits.
- At the Shell Beach Road and Spyglass Drive intersection, Class II bicycle lane striping should be incorporated east of the intersection with appropriate signage directing cyclists to the Class II bicycle lane on Mattie Road.
- The multi-use trail should continue along the east side of Shell Beach Road from Spyglass Drive to Cliff Avenue.
- Existing Class III travel lanes along Shell Beach Road between Spyglass Drive and Vista Del Mar Avenue should be marked with shared lane markings or other appropriate Class III indicators.
- The City should coordinate with Caltrans to determine the appropriate pavement markings to improve cyclist visibility along Price Street from Cliff Avenue to the Price Street/Dolliver Street/US 101 intersection.
- The City should work with Caltrans to evaluate the configuration and determine the most appropriate alternative for the incorporation of either a Class I multi-use trail or Class II bicycle lanes from Cliff Avenue to the Price Street/Dolliver Street/US 101 intersection.
- The City should consider incorporating a Class I multi-use trail behind the Best Western Hotel that connects with Price Street to the north and south.
- A two-way, separate bicycle lane should be incorporated along the west side of Dolliver Street from Price Street to Main Street.
- Due to high automobile traffic volumes along Dolliver Street south of Main Street, Class III bicycle lanes should be incorporated along Main Street, Pomeroy Avenue, Hinds Avenue, and Addie Avenue to connect with the Class III bicycle routes along Cypress Street and the Promenade.
- The City should consider incorporating a multi-use pathway that would allow casual cyclists to traverse from the Cypress Street Bridge to the intersection of Dolliver Street and Village Drive.
- Where appropriate, bicycle activity enhancements should be considered and incorporated to encourage bicycle use and safety throughout the City.

Downtown Strategic Plan

- The City should designate Cypress Street a bicycle boulevard from Main Street to Dolliver Street (State Route 1), orienting and prioritizing bicycle use along the boulevard but still remaining open to use by automobiles. This closure could be done on a trial basis to better assess the benefits and consequences of this modification.

SUPPORT FACILITIES

Support facilities recommended in the *Pismo Beach Bicycle and Pedestrian Master Plan*, *Complete Street Plan*, and *Downtown Strategic Plan*, listed individually for each of the three documents.

Bicycle and Pedestrian Master Plan

- Future updates to the Municipal Code Section 17.108.020 should consider a ratio of one bike rack for every 10 car spaces for commercial uses and one bike rack for every two car spaces for multi-family residential uses.

- All new City parking lots should provide bicycle parking of not less than 10% of the number of planned parking spaces.

- Long and short-term bicycle parking shall be provided at all park and ride lots and transit centers within the City and the City shall work with SLOCOG and RTA to identify funds for the provision of bicycle parking.

- City staff shall identify locations where additional long and short-term bike parking may be necessary and:
    - May develop a "racks-with-plaques" program to provide for additional bike parking at those locations.
    - Recommend long-term parking facilities including lockers and showers for new developments.

  The City should consider placing short-term bicycle parking adjacent to shops, areas lacking automobile parking spaces, and/or in areas of observed needs where appropriate as it has already done in the downtown.

Complete Street Plan

- Consider opportunities to incorporate bicycle parking and seating amenities near view corridors along Shell Beach Road south of El Portal Drive, at Palisades Park, and at coastal access trail connections.

- The City should consider including locations for parking and/or pedestrian bicycle amenities on the east side of Price Street, especially where the available space widens at ramp locations.

- Within the downtown pedestrian core, consider incorporating pedestrian amenities such as benches to enhance walkability.

- Integrate long-term bicycle parking locations to serve people who leave their bicycles at the same location for the day or overnight near transit locations, schools, and places of work.

- Integrate short-term bicycle parking to serve people who leave their bicycles for short periods of time while shopping, recreating, eating, and/or running errands.

Downtown Strategic Plan

- Bicycle racks should be placed in prominent locations or gathering spaces that are easily accessible and, where appropriate, be in the form of public art that is reflective of the character of the downtown.

BIKE SHARING

As noted earlier, the City of Pismo Beach has completed but not adopted a feasibility study to consider establishing a bicycle sharing program within the City. This program would provide bicycle rental stations at key locations around the City. The traffic study encourages the development of this program and is envisioned to provide a range of benefits to the public and local business throughout the City by expanding healthy/active living choices, reducing automobile usage, improving circulation within the City particularly in the summer months, and increasing exposure to local businesses among others. Recommendations for a bike sharing program within the *Pismo Beach Downtown Strategic Plan* include:

The City should continue the process to incorporate a bike share program within the downtown area to encourage bicycle use, reduce automobile usage, and free additional parking spots.

LOCATION–SPECIFIC RECOMMENDATIONS

Recommendations for location-specific enhancements focus on expansion of the existing promenade that currently runs from Addie Street north to Main Street. The promenade expansion would extend north from Main Street to connect neighborhoods and hotels to the downtown. It is envisioned that this would reduce automobile related trips downtown, increase pedestrian mobility, and improve access to the beach. Recommendations for expanding the existing promenade in the *Pismo Beach Bicycle and Pedestrian Master Plan* and the *Downtown Strategic Plan* include (see next page):

Bicycle and Pedestrian Master Plan

- Consistent with the 2005 San Luis Obispo County Regional Transportation Plan (Vision 2025), the City should encourage the development of boardwalks, recreation and multi-use trails, which travel through or connect scenic areas or other destinations to promote walking and equestrian travel where appropriate.

Downtown Strategic Plan

- A new promenade extension should be incorporated north of Main Street to connect the neighborhoods and hotels to the downtown.

- Stairs providing access to and from the beach located at hotels and streets between Dolliver Street and Mattie Road should connect to the extended promenade.

EDUCATION, ENCOURAGEMENT AND ENFORCEMENT

Recommendations for increasing education, encouragement, and enforcement described in the *Pismo Beach Bicycle and Pedestrian Master Plan* include:

- The City shall work with SLO Regional Rideshare to provide Transportation Choices Programs to City employees.

- The City should consider adding the following text to the Municipal Code 12.16.160 Content of Special Event form:
    - *As a condition of the issuance of a Special Event permit, the applicant may be required to provide bicycle parking. Bicycle parking provision may include "Bike Valet" services provided by SLOCBC or by event volunteers.*

- The City may work with the bike coalition to advertise Bicycle Confidence Workshops in Pismo Beach.

- The City should encourage Lucia Mar School District to provide bike and pedestrian safety programs at schools within City limits. The City may participate in bike rodeos or assemblies and organized walk/bike to school day events.

The City may participate in Bicycle Confidence Workshops or another equivalent program, to individuals ticketed for bicycling illegally.

- The City may participate in education programs for motorists on rights/rules of pedestrian and bicyclists.

- The City should promote proper cycling to tourists by providing safe cycling information on the Conference and Visitors Bureau website and at the Chamber of Commerce Building downtown.

- The City will continue its advertisement of the many walking and beach access options within the City by print, on-line advertisement and public access television.

- The City may assist and provide support for organizations and individuals who wish to use pedestrian facilities for social activity and improvement.

- The City encourages school participation with the SLOCOG Safe Routes to School program.

- The City encourages Rideshare Employee Incentive Programs. Helps employers promote bicycling, walking, carpooling, and riding the bus to work. This would reduce the employers' parking demand. This program may provide financial incentives or only promotional materials.

- The City may engage Cal Poly, the San Luis Distance Club, SLO Soles Volkssport and/or other walking/running clubs, SLO County Bicycle Coalition, biking clubs or Regional Rideshare assistance to implement elements of this bicycle/pedestrian plan by doing the following:
    - *Organizing an outreach campaign for International Walk to School Day each October or other similar walking programs.*
    - *Coordination of walking programs for varying segments of the population, including, but not limited to children and seniors.*
    - *Seeking and writing grants for bicycle and pedestrian infrastructure.*
    - *Monitoring success of the implementation procedures identified in this document.*
    - *Developing a safety campaign to reduce car/bike conflicts.*
    - *Liaising between local schools and Rideshare to provide bike education*
    - *Creating or working with the SLOCBC to provide bike valet at events*
    - *Starting a "racks with plaques" and other promotion programs.*

- The City may participate with others to address countywide bicycle and pedestrian access issues.

- The City may provide advertising opportunities through its quarterly recreation guide for walking clubs along City pedestrian trails.

- The City may work collaboratively with others to support events and programs promoting pedestrian/biking/beach access opportunities.

B. Transit

SLOCOG and the San Luis Obispo RTA are both working to improve transit availability and accessibility within San Luis Obispo County. This includes the establishment of a future Bus Rapid Transit (BRT) route in the southern portion of San Luis Obispo County , the goal of which is also to reduce congestion along US 101. It is recommended that the City of Pismo Beach support these efforts.

C. Rail

There is currently no shuttle service between the Grover Beach train station and Downtown Pismo Beach. It is recommended that the City of Pismo Beach work with RTA, SLOCOG and the City of Grover Beach to establish such a service. This would enhance the alternative to travel by train rather than driving to Pismo Beach for visitors from locations along the California coast.

D. Parking

The following are recommendations for the parking program:

1. There is a need for development of a Parking Strategic Plan for Downtown Pismo Beach. The last formal parking study was completed in 2006 which primarily addressed the parking management of existing spaces. A Parking Strategic plan will follow the City's Vision, Mission and Objectives statement. It will define the strategic goals for the parking system and develop the guiding principles which will serve the community to make policy and operational decisions for a 20 -30 year time period. It also will provide the implementation strategy to guide the City through the long time period of development of the program. It is important to note that a parking strategic plan is a long-term guidance document. It will take both time and money to implement all of the plan's recommendations.

2. It is important to "right size" the downtown parking inventory to meet the needs of all seasons. This includes balancing the parking demands by creating year-round destination events which will assist with development and use of the parking inventories. It also creates the opportunity for public parking development in partnership with private developers to provide shared parking resources.

3. There is a need for a parking wayfinding system to assist the public with finding available parking, which allows them to park once and walk through-out the downtown, and reduces the repeated circulating of traffic and queuing of vehicles waiting for parking spaces to become available. The wayfinding system can include both dynamic and static signage and dynamic signage may be activated or de-activated based on seasonal demands. A static wayfinding signage program was implemented in 2015.

4. The Parking Strategic Plan also needs to analyze the potential sites for future parking structures once the "right size" parking system is determined. A parking structure feasibility plan a step-by-step process for development of parking facilities, prioritizes the sites and plan and provides a guiding plan to take advantage of partnering opportunities with private sector developers as they arise during a 20-30 year time frame. The plan includes site analysis for each site, cost benefit analysis, financial feasibility, as well as development of a ranking system for moving forward. Without such a plan, most cities function in a reactionary mode and miss opportunities for timing and forecasting parking needs and often miss opportunities for public- private partnerships in the development of shared facilities.

5. The City should undertake a review of its parking standards and requirements and adjust standards to allow public-private projects and shared parking opportunities. Such plans result in reduced parking requirements for a compact downtown such as that in Downtown Pismo Beach.

6. There are a number of site-specific parking improvements which will not only improve the parking inventory and functional use of parking inventories, they will also improve traffic flow and circulation of the downtown. These options include:
    a. Implement a parking inventory control system (i.e., dynamic parking guidance system) at the pier parking area which will assist with parking utilization and reduce traffic in a very congested location of downtown.
    b. Provide two rows of interlocking diagonal parking in the median on Price Street between Wadsworth Avenue and Hinds Avenue. These could be back-in spaces as illustrated on **Exhibit 53A (Page 125)**). Either conventional or back-in spaces will eliminate curb side parking spaces and relocate all parking to the center of the street. Thus, the conflicts of backing out of parking spaces into both moving traffic and curb-side parked vehicles are eliminated. (Note: This improvement could also allow the City to lengthen the left turn lanes on Price Street at Wadsworth Avenue. Although the example in Exhibit 51A matches the length of the existing 50 foot left turn lane, it could be lengthened through the elimination of one or more spaces.)
    c. Consider development of on-street back-in parking spaces on Pomeroy Avenue between Price Street and Cypress Street. A sample of this type of parking is provided in **Exhibit 53B (Page 126)**.
    d. Consider development of on-street back-in parking spaces on Hinds Avenue between Price Street and Cypress Street. A sample of this type of parking is provided in **Exhibit 53C (Page 127)**.
    e. Re-evaluate the parking lot layout for the Addie Street lot to increase the number of parking spaces and improve flow. This coupled with street improvements recommended for Addie and Park Street will increase the parking inventories within the lot.

Although back-in parking would be a relatively new concept to Pismo Beach, it is a concept that has been used successfully in other areas of the state and country for decades. Examples include the cities of Oceanside, California (on Mission Avenue in its main downtown core) and San Francisco (near AT&T Park). One of the major safety benefits of back-in angled parking is that exiting vehicles who have back-in parked into angled spaces have improved visibility of through traffic and bicyclists, compared to standard angled parking.

The "Downtown Parking Enhancements and Opportunities Study" previously cited on page 30 represents the Parking Strategic Plan described in Item 1 above. It makes the following additional recommendations.

1. Implement variable parking rates based on demand. This will encourage more efficient parking utilization.
2. Implement enhanced parking meters, fee collection and enforcement systems.
3. Postpone development of parking structures until parking management strategies have been fully implemented and evaluated. A parking structure is the most expensive means of addressing the peak season parking deficiency. Current and future revenue streams are not adequate to finance this option.
4. The Pier Plaza with underground parking appears to be able to be implemented without negatively impacting local businesses. The concept should be tested with a pilot project to simulate the reduced parking supply before implementing a permanent project.

E. Traffic Operations

The following transportation-related improvements are recommended for implementation:

1. Implement the intersection improvements identified in **Exhibits 21 and 30 (Pages 43-47 and 66-70)**.

2. Implement the Stimson / Ocean View one-way couplet, including a new signal at the Dolliver Street (SR 1) / Stimson Avenue intersection and striping improvements along Price Street at Stimson and Ocean View Avenues as depicted on **Exhibit 45 (Pages 99-100)**.

3. The Pismo Beach City Council should adopt a policy that establishes either a lower level of service standard or no level of service standard in Downtown Pismo Beach. The 1992 General Plan Circulation Element Principle P-1 stated that "A lower standard (than Level of Service C) may be used for the downtown area," but did not define the level of service, the specific locations it would apply to and how this policy would relate to the applicable Caltrans level of service policy of C/D. This should be clarified.

4. If the Price Street extension to Five Cities Drive is implemented, the improvements described in Improvement 2 above as well as the recommended improvements at the US 101 Southbound Ramps – Outlets Main Entrance / Five Cities Drive intersection (**Exhibit 39 (Page 85)**) will be required.

5. If the southbound US 101 Off-Ramp to Hinds Avenue is closed, adjust approved through truck routes to prohibit through trucks on Price Street [Dolliver Street (SR 1) to Hinds Avenue].

6. Implement the Addie Street / Park Avenue one-way couplet.

7. Consider converting Pomeroy Avenue (Cypress Street to pier) to pedestrian-only traffic only when a method has been determined to replace the lost parking spaces.

8. Add left turn pockets on Dolliver Street (SR 1) at selected intersections in consultation with Caltrans.

9. Work with SLOCOG to maximize throughput along the US 101 corridor in the Five Cities region.

F. Transportation Demand Management

The City of Pismo Beach should also consider a Transportation Demand Management (TDM) plan. This plan would identify measures and policies that can manage or reduce traffic demand within the city, especially during the summer peak season. A preliminary plan is included in **Appendix N** and summarized on **Exhibit 52 (Below)**. Some of the bicycle-related recommendations are also identified in other documents, such as the *Complete Streets Plan*.

Exhibit 52 – Transportation Demand Management Options

Item No.	Potential Transportation Demand Management Measure
1.	Create TDM steering group
2.	Create Pismo Beach TDM program
3.	Review options for a formal park and ride and assess feasibility
4.	Implement a formal park and ride
5.	Increase localized bus stops on existing routes
6.	Add public showers / enhance beach facilities for use by cyclists
7.	Install cycling / walking lockers
8.	Continue the Pismo Beach Rideshare program – www.pismobikeshare.com
9.	Ensure cycle parking provided at key bus stops and other key locations
10.	Ensure that walking and cycling routes are fully linked and fill in any gaps
11.	Develop a dedicated area on city web site with transportation information
12.	Develop a Pismo Beach TDM logo
13.	Develop a TDM marketing campaign to encourage use of non-motorized transportation
14.	Develop walking and cycling maps to promote active travel
15.	Hold specific events that can be a focus for TDM promotion
16.	Free "Dr. Bike sessions" to help residents and visitors maintain their bicycles
17.	"Beat the Streets" challenge
18.	"Drive Less" challenge
19.	Free cycle training to local residents / employees

Exhibit 53A – Price Street from San Luis Ave. to Pomeroy Ave. Possible Double Loaded Median Back-In Angled Parking



Exhibit 53B – Pomeroy Ave. from Cypress St. to Price St. Possible Back-In Angled Parking



Exhibit 53C – Hinds Ave. from Cypress St. to Price St. Possible Back-In Angled Parking



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5. Public Comments on Recommendations

Many of the recommendations identified in Chapter 4 were presented at a public workshop on January 7, 2015 at Pismo Beach City Hall. Below are the primary topics of discussion during that workshop. A summary of the discussion at the second public workshop, including all public comments, is provided in **Appendix D**.

Primary Topics of Discussion:

1. Scope of Work
2. Future Forecasting Methods
3. Recommendations:
    a. Network Alternatives
    b. Intersection Alternatives
    c. Why are improvements necessary?
    d. Alternatives to identified recommendations
    e. Public-initiated recommendations
    f. Cooperation from other jurisdictions (e.g. Caltrans District 5)
4. Parking:
    a. Parking Structure
    b. Back-in Parking
    c. Advantages and Disadvantages of Parklets
    d. Park and Ride Lots
5. Dissemination of Documents via City Web Page

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7. Report Preparation

Hatch Mott MacDonald (Transportation)

Chris Metzger, PE, LEED AP
Keith Higgins, PE, TE
Allen Nie, PhD, PE
Jeff Waller, TE
Travis Low, EIT
Ankit Sharma

RRM Design Group (Land Use Public Outreach)

Debbie Rudd, AICP, LEED AP
Paul Kronser

JR Parking Consultants (Parking)

Janis Rhodes

Appendix I

Comment Letters Received

Letter 1

State of California • Natural Resources Agency
Gavin Newsom, *Governor*
Oceano Dunes District • Oceano Dunes SVRA • Pismo State Beach
Armando M. Quintero, *Director*
340 James Way, Suite 270, Pismo Beach CA 93449 805.773.7170

February 14, 2022

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

City of Pismo Beach
Planning Department c/o Jeff Winklepleck
760 Mattie Road
Pismo Beach, CA 93449

RE: Comments on City of Pismo Beach General Plan/Local Coastal Plan Update and Draft Environmental Impact Report

To whom it may concern,

The Department of Parks and Recreation, Oceano Dunes District (Parks) appreciates the opportunities to provide comments on the Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update and Associated Draft Program Environmental Impact Report (EIR) City of Pismo Beach General Plan/Local Coastal Program and Zoning Code Update State Clearinghouse No. 2021010158.

Parks is a state agency with the mission, *To provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation*. 1-1

Parks is a landowner of Pismo State Beach, which includes a parking lot at the western terminus of Addie Street, North Beach campground, Pismo Lake, the Pismo State Beach Monarch Butterfly Grove, and approximately 8 miles of state beach, of which the City of Pismo Beach manages approximately 1.25 miles through a Lease Agreement with the state.

1. Draft EIR Section 2.4.4 General Plan Land Use Designations and Density

The state operates Pismo Lake, North Beach campground and the Pismo State Beach Monarch Butterfly Grove, units which are identified as Open Space. The state may in the future wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures and would like to ensure such improvements would not potentially be inconsistent with the requirements of this designation. The state recommends the City of Pismo Beach review this land use designation to ensure compatibility of the state's existing and future recreational improvements with the City's designation. 1-2

Pismo Coast Village RV Resort (PCV) and North Beach campground (NB) both operate campgrounds to support a recreational vehicle (RV) camping experience. PCV is designated as resort commercial, and NB is designated as open space. The state recommends reviewing this disparate designation for consistent application. Given the developed, recreational use of NB campground, the state recommends the City consider a Resort Commercial land use and Commercial Recreation zoning designation. 1-3

2. **Draft EIR Section 3.2.4 Natural Setting and Section 4.3.1.c. Biological Resources Setting (page 3-2)**

The state recommends removing Oceano Dunes State Vehicular Recreation Area (ODSVRA) from their environmentally sensitive habitat area designations as this area is not within city of Pismo Beach GP/LCP responsibility areas. Correspondingly, the state recommends removing reference to the ODSVRA from the Draft Conservation Open Space Element, Environmentally Sensitive Habitat Area description and page 12, and in proposed Action COS-3.2a. 1-4

3. **Draft EIR Section 4.2.3 Air Quality Impact Analysis, Table 4.2-6, Policy CIR-4.1.20 and CIR-4.1.40 (page 4.2-13)**

The state recommends the City of Pismo Beach to consult with the state on any planned improvements to state property within the GP/LCP Project area (i.e., Addie Street). Correspondingly, the state recommends this change to the Draft Circulation Element Policies CIR-4.1.20 and CIR-4.1.40.

4. **Draft EIR Section 4.2.3 Air Quality Impact Analysis, Action COS-1.1c (page 4.2-21)**

The state recommends the City of Pismo Beach to consult with the state on any planned improvements to state property within the GP/LCP Project area (i.e., Addie Street). Correspondingly, the state recommends this change to the Draft Conservation Open Space Element Action COS-1.1c. 1-5

5. **Draft EIR Section 4.3.1.d Biological Resources Setting, Special Status Species (page 4.3-12)**

The City of Pismo Beach recognizes special status species that are known or have potential to occur and list Western snowy plover (Charadrius nivosus nivosus) as one such species. The state would request the city to include Western snowy plover within their Special Status Wildlife Species, Appendix G, Table G-2 as one such species. 1-6

6. **Draft EIR Section 4.3.3 Biological Resources Impact Analysis, Policy COS-3.2 Environmentally Sensitive Habitat Area (page 4.3-22)**

The state recognizes the importance of protecting significant natural and cultural resources and will manage and/or design any state projects on state lands consistent with state rules, regulations and policies. Please see additional comments regarding Environmentally Sensitive Habitat, wetland and stream resources and buffers under Comment #11, below. 1-7

7. **Draft EIR Section 4.3.3 Biological Resources Impact Analysis (page 4.3-33)**

The state continues to pursue a final Habitat Conservation Plan (HCP) for Oceano Dunes District (Parks), including those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement. Upon an approved Parks HCP, all portions of Pismo State Beach, including those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, shall comply with HCP conditions as approved. 1-8

8. Draft EIR Section 4.4 Cultural and Tribal Resources

The state requests any proposed Projects, for those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with state, in order to meet state policies, rules and regulations concerning sensitive tribal and cultural resources.

The state would also request notification of any proposed Projects on city property which have potential to impact known cultural resources with boundaries that abut and/or overlap onto state property.

1-9

9. Draft EIR Section 4.4.1.d Cultural and Tribal Resources Setting, Previously Identified Cultural Resources (page 4.4-4)

The state recommends environmental, or planning documents should not contain information about the location of Native American archaeological resources, sacred sites, or other tribal and cultural resources.

The state recommends all archaeological or other cultural resources be considered important or significant until formal evaluation for California Register of Historical Resources and/or National Register of Historic Places occurs and indicates otherwise.

1-10

10. Draft EIR Section 4.9.1.e, Hydrology/Water Quality Setting, Sea Level Rise (page 4.9-12)

The state requests any proposed Projects, for those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with state, in order to meet state policies, rules and regulations concerning sea level rise.

In addition, the state requests the City to consider the development limitations proposed pursuant to Draft Safety Element Action 2.5b-Restrictions on Development Within the 100-Year Floodplain, Action 2.5c-Shoreline Setbacks, and Action 2.5d-Floodplain Zoning Standards to ensure these proposed actions do not prevent the ability of the state to maintain and improve existing State Parks recreational and operational facilities within the City as provided for in proposed Action LU-4.2l: Maintenance of Campgrounds and RV Parks.

1-11

11. Draft EIR Section 4.10 Land Use and Planning

The state operates Pismo Lake, North Beach campground and the Pismo State Beach Monarch Butterfly Grove, units which are identified as Open Space. The state may in the future wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures which may conflict with this designation. The state recommends the City of Pismo Beach review this land use designation to ensure compatibility of the state's existing and future recreational improvements with the City's designation.

In addition, the state requests the City to consider the development limitations proposed pursuant to Draft Land Use Elements Action LU-8.2e: Permitted Development (in the areas zoned for public beach access or open space recreation) and associated zoning designations, and Draft Conservation Open Space Element Action COS-3.2c-ESHA Buffers, Action COS-3.2d-Existing Development Within ESHA Buffers, Action COS-3.2h-Monarch Butterfly Habitat Protection, Action COS-3.7a-Streamside Protection Zone, Action COS-3.5d-Wetland Buffers, and Action COS-3.5e-Existing Development Within Wetlands Buffers to ensure these proposed actions do not prevent the ability of the state to maintain, improve and propose new State Parks recreational facilities within the City, where located and designed to avoid and minimize impacts to sensitive coastal resources to the maximum extent feasible.

1-12

12. Draft EIR Section 4.13.1.e, Public Services and Recreation Setting, Parks, Recreation, and Open Space (page 4.13-4), and Policy COS-3.9 Pismo Creek Marsh (page 4.13-14)

The Draft EIR describes "resource-based open space" as lands "primarily managed to protect and preserve natural resources while providing scenic and passive uses for residents and visitors" and as "generally unimproved areas that preserve open space, such as environmentally sensitive habitat areas. Figure 4.13.1 indicates that Pismo Lake, NB campground and the Pismo State Beach Monarch Butterfly Grove are mapped resource-based open space. However, as noted herein, given the developed recreational use of NB campground and potential future plans to improve public access amenities for Pismo State Beach Monarch Butterfly Grove (including visitor parking and restrooms as provided for in proposed Action COS-3.2h.e, Monarch Butterfly Habitat Protection), the state recommends the City consider if the proposed resource-based open space designated for NB campground and Pismo State Monarch Beach Butterfly Grove is appropriate. 1-13

In addition, Pismo Lake (i.e. Pismo Creek Marsh) is owned and managed by the Department of Parks and Recreation and is known by the retained name of the Pismo Lake Ecological Preserve. The state may in the future wish to reclassify this unit consistent with Department of Parks and Recreation unit designation and/or improve public access to this area consistent with such designation. Correspondingly, the state recommends proposed Policy COS-3.9: Pismo Marsh Protection and its associated Actions be revised to reflect the correct ownership of the land and to ensure the Department of Parks and Recreation is consulted with regards to any proposed project design, mitigation measures and/or habitat resource protection program potentially affect the property.

13. Draft EIR Appendix C- Conservation and Open Space Fact Sheet

Pismo Creek Marsh is identified in Figure CO-1 and pg. 23/520 and is listed as owned and managed by the California Department of Fish and Wildlife. This property is owned and managed by the Department of Parks and Recreation and is known by the retained name of the Pismo Lake Ecological Preserve. The state requests the City to correct the identified ownership for this property throughout the Draft EIR and updated LCP Elements. 1-14

14. Draft EIR Appendix C- Conservation and Open Space Fact Sheet- Figure CO-2

pg. 25/520. The state operates Pismo Lake, North Beach campground and the Pismo State Beach Monarch Butterfly Grove, units which are identified as Open Space. The state may in the future wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures which may conflict with this designation. The state recommends the City of Pismo Beach review this land use designation to ensure compatibility of the state's existing and future recreational improvements with the City's designation. 1-15

15. Draft EIR Appendix D- Land Use Fact Sheet- Figure LU-5

pg. 47/520. The state identified that the City of Pismo Beach incorrectly identified a state-owned parking lot as being a city-owned parking lot (Addie Street).

16. Draft EIR Appendix D- Public Access and Recreation Facilities

pg. 48/520. The state identified that the City of Pismo Beach incorrectly identified, "*The City owns four parking lots within walking distance to the coast, two of which are directly adjacent to the beach.*" A state-owned parking lot is incorrectly identified as being city-owned (Addie Street). 1-16

17. Draft EIR Appendix K- *Citywide Transportation Model and Circulation Study*

pg. 416/520. The state recognizes the importance the state property identified as Addie Street parking lot, provides to the City of Pismo Beach, its citizenry and visitors by providing parking and public access. 1-17

18. Draft EIR Appendix K- *Citywide Transportation Model and Circulation Study*

pg. 511/520. Bullet 6.e.- The state requests any proposed Projects, for those portions of state property operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with state, in order to meet state policies, rules and regulations. 1-18

Letter 2

Santa Ynez Band of Chumash Indians
Tribal Elders' Council
P.O. Box 517 ◆ Santa Ynez ◆ CA ◆ 93460
Phone: (805)688-7997 ◆ Fax: (805)688-9578 ◆ Email: elders@santaynezchuhmash.org

February 17, 2022

City Of Pismo Beach Planning Division
Atten: Brian Schwartz, Contract Planner – City of Pismo Beach GP/LCP DEIR
760 Mattie Road,
Pismo Beach, CA 93449

Att.: Brian Schwartz, Contract Planner – City o Pismo Beach GP/LCP DEIR

Re: City of Pismo Beach General Plan Local Coastal Plan

Dear Mr. Schwartz:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians.

At this time, the Elders' Council requests no further consultation on this project; however, we understand that as part of NHPA Section 106, we must be notified of the project. 2-1

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely Yours,

Kelsi A. Shroll

Kelsie Shroll
Administrative Assistant | Elders' Council and Culture Department
Santa Ynez Band of Chumash Indians | Tribal Hall
(805) 688-7997 ext. 7516
kshroll@santaynezchumash.org

Letter 3

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/

Making Conservation a California Way of Life.

March 18, 2022

SCH# 2021010158

Brian Schwartz, Contract Planner
City of Pismo Beach, Planning Division
760 Mattie Road
Pismo Beach, CA 93449

COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PISMO BEACH GENERAL PLAN / LOCAL COASTAL PLAN (GP/LCP) UPDATE

Dear Mr. Schwartz:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the DEIR for the Pismo Beach General Plan / Local Coastal Plan (GP/LCP) Update. At this time, we offer the following comments in response to the DEIR:

Caltrans supports development that is consistent with State and Federal planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local agencies to achieve a shared vision of how the transportation system can and should accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Management strategies (TDM)) are supported by Caltrans and are consistent with our mission, vision, and goals. Caltrans believes that continued coordination with your agency is imperative to achieve overall network connectivity. 3-1

Employing Vehicle Miles Traveled (VMT) as the metric of transportation impact Statewide will help to promote Green House Gas (GHG) emission reductions consistent with SB 375 and can be achieved through influencing on-the-ground development. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project-level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting Sustainable Community Strategies (SCS) developed under SB 375. 3-2

It is noted that the DEIR found cumulative growth under the GP/ LCP Update will result in a potentially significant increase in VMT. Future individual development projects will conduct focused, project-level environmental review and undertake project-specific

mitigation to reduce VMT where appropriate. We look forward to reviewing those project-level documents and providing comment on relevant mitigation options. 3-2

Considering the impacts to pedestrians, bicyclists, travelers with disabilities, and transit users, as well as countermeasures and trade-offs resulting from mitigating VMT increases is important. Access for pedestrians and bicyclists to transit facilities must be maintained and where possible improved. Caltrans encourages the use of TDM strategies that increases the efficiency of the transportation system by providing options for users other than driving alone, or by shifting travel away from peak periods to help lower VMT. 3-3

The DEIR acknowledges the expected increase in VMT from the GP/ LCP Update has the potential to impact pedestrian and bicycle travel. The GP/ LCP Update seeks to address those impacts with goals and policies to improve safety, access, and performance of a multimodal system.

Caltrans District 5 has recently completed its Active Transportation Plan. The plan identifies bicycle and pedestrian needs on, across, and parallel to the State Highway System (SHS) throughout California's Central Coast. Partnership with transportation stakeholders and the public are critical to supporting a safe transportation network and promoting healthy communities. We encourage communication between our agencies regarding future pedestrian and bicycle facilities. The main deliverable of the plan is the prioritized list of Location Based Needs (LBN's)(available at https://www.catplan.org/district-5). This prioritized list can be utilized to identify high priority needs areas for new projects. 3-4

In addition to the Caltrans District 5 Active Transportation Plan we recommend including in the transportation chapter's regulatory setting discussion the following documents: US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan (2021) and the 2021 Director's Policy on Complete Streets (DP-37).

Caltrans requests to be included in any future public noticing regarding this project to allow us to prepare for and participate in the public process. 3-5

We look forward to coordinating with the City on future projects. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6432 or Jenna.Schudson@dot.ca.gov.

Sincerely,

JENNA SCHUDSON
Development Review Coordinator
Caltrans District 5, LDR South Branch

Letter 4

From: Graulty, William@CalOES <William.Graulty@CalOES.ca.gov>
Sent: Monday, December 15, 2025 3:13 PM
To: Cindy Jacinth <cjacinth@pismobeach.org>
Cc: Raether, Constantin@CalOES <Constantin.Raether@CalOES.ca.gov>; CalOES Mitigation Planning <mitigationplanning@caloes.ca.gov>
Subject: Pismo Beach General Plan/Local Coastal Plan Update

External Email

Hello,

The California Governor's Office of Emergency Services (Cal OES) Local Hazard Mitigation Planning Team has taken the time to review the proposed updates/changes to your General Plan. Government Code 65302(g)(8) states "before preparing or revising its Safety Element, each city and county shall consult…. the Office of Emergency Services for the purpose of including information known by and available to the department."

The Cal OES Local Hazard Mitigation Planning Team reviews and compares your current Safety Element hazards against those listed in the most recent Federal Emergency Management Agency (FEMA) approved San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan. 4-1

Our office has reviewed your proposed Safety Element and found no substantive changes to your hazard profiles when compared against the most recent FEMA-approved San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan.

Please reach out to our office at mitigationplanning@caloes.ca.gov if you have any further questions or need additional assistance, including AB 2140 compliance.

Kind regards,

William Graulty
Office Technician
Hazard Mitigation Planning Division
California Governor's Office of Emergency Services



Office: (916) 328-7874
Cell: (916) 247-4057
William.Graulty@CalOES.ca.gov

Docusign Envelope ID: 341AD8F1-C090-4959-B29B-A942F55505AC

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
VALERIE TERMINI, Acting Director

Letter 5

February 9, 2026

Cindy Jacinth, Planning Manager
City of Pismo Beach
760 Mattie Road
Pismo Beach, California 93449
(805) 773-7043
cjacinth@pismobeach.org

Subject: Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update (Plan)
Recirculated Draft Environmental Impact Report (RDEIR)
SCH No.: 2021010158

Dear Cindy Jacinth:

The California Department of Fish and Wildlife (CDFW) received an RDEIR from the City of Pismo Beach (City) in pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Plan that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Plan that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. 5-1

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statue for all the people of the State (Fish & Game Code, Section 711.7, subd. (a) & 1802; Pub. Resources Code, Section 21070; CEQA Guidelines Section 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., Section 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Docusign Envelope ID: 341AD8F1-C090-4959-B29B-A942F55505AC

specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, Section 21069; CEQA Guidelines, Section 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, reasonably foreseeable future project's tiered from this Plan may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & Game Code, Section 1600 et seq.). Likewise, to the extent implementation of reasonably foreseeable future project's tiered from this Plan may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, Section 2050 et seq.), related authorization as provided by the Fish and Game Code may be required. 5-1 cont.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PLAN DESCRIPTION SUMMARY

Proponent: City of Pismo Beach

Objective: The Draft Environmental Impact Report (EIR) for the Plan was circulated for a 45-day public review period that began on February 1, 2022 and ended on March 18, 2022. Following the end of the public review period for the Draft EIR, the City prepared an Administrative Draft Final EIR. In addition to addressing public comments, the Administrative Draft Final EIR reflected removal of the Facilities Element from the Plan and incorporation of Facilities Element policies into other elements. The Planning Commission hearings for the Final EIR were held on July 25 and August 22, 2023. The City Council hearing for the Final EIR was scheduled for October 2023. However, prior to the City Council hearing, the City determined that the Safety Element would also be removed from the Plan to incorporate the following: (1) the removal of the Facilities Element and incorporation of Facilities Element policies into other elements, (2) the removal of the Safety Element from the Plan, and (3) changes to the Plan, including to the goals, policies, and actions within the Plan. The Growth Management Element would also be eliminated due to changes in state housing law and Senate Bill 330. 5-2

The RDEIR incorporates the changes above and provides the revised goals, policies, and implementation programs, along with reorganization and renumbering to clarify applicability to the Local Coastal Program. It also incorporates new requirements, such as policies added to the Conservation and Open Space Element under Senate Bill 1425 and updates to the Circulation Element.

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Location: The City of Pismo

5-2 cont.

COMMENTS AND RECOMMENDATIONS

CDFW is aware that this RDEIR is being recirculated to note the changes to the Facilities Element, Safety Element, and Growth Management Element within the Plan. As such, CDFW has limited comments on the RDEIR; however, there have been several updates to state species listings since circulation of the DEIR in 2021. Specifically, western burrowing owl (*Athene cunicularia hypugaea*) and Crotch's bumble bee (*Bombus crotchii*) are candidate species under CESA and receive the same legal protection afforded to an endangered or threatened species (Fish & G. Code, §§ 2074.2 & 2085). As such, CDFW recommends these species statuses be reflected within the documented associated with the RDEIR to reflect their protected status.

5-3

FILING FEES

The Plan, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, Section 753.5; Fish & G. Code, Section 711.4; Pub. Resources Code, Section 21089.)

5-4

Conclusion

CDFW appreciates the opportunity to comment on the RDEIR to assist the City in identifying and mitigating this Plan's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). Questions regarding this letter or further coordination should be directed to Evelyn Barajas-Perez, Environmental Scientist, at (805) 503-5738 or evelyn.barajas-perez@wildlife.ca.gov.

5-5

Sincerely,

DocuSigned by:
Julie Vance
FA83F09FE08945A...

Julie A. Vance
Regional Manager

ec: State Clearinghouse
Governor's Office of Planning and Research
State.Clearinghouse@opr.ca.gov

Letter 6

February 11, 2026

Cindy Jacinth, Planning Manager
City of Pismo Beach Planning Division
760 Mattie Rd.
Pismo Beach, CA 93449
Email: cjacinth@pismobeach.org

Re: Comments on Recirculated Draft Program EIR for City of Pismo Beach General Plan/Local Coastal Program and Zoning Code Update. State Clearinghouse No. 2021010158

Please see below for my comments on the Recirculated Draft EIR. I understand that the City is requesting that comments be limited to the materials included within the Recirculated Draft EIR pursuant to CEQA Guideline Section 15088.5(f)(2). Therefore, these comments reflect compliance with that request. However, I have attached an email chain which documents the City's prior receipt of my comments dated January 8, 2024 on the Final EIR. In this chain the City's consultant, Brian Schwartz, indicated that all public comments would be reviewed and responses provided once a new Planning Director was in place. Additionally, the City Manager, Jorge E. Garcia, indicated that he looks forward to a robust discussion and engagement with the community when this item returns for consideration. Limiting comments in response to the new Notice of Availability and the recirculation of the EIR appears to be contradictory to this intent. The record should show that previous comments were submitted to the City Council and Planning Commission on January 8, 2024 in response to the posted Notice Of Availability for the draft General Plan/Local Coastal Program Update and Final Environmental Impact Report. During this six-week comment period the public was invited to provide comments and/or questions. These comments should become part of the public record. To date my correspondence has not been acknowledged and does not appear in the record. I request that my previous correspondence dated January 8, 2024 be entered into the record as it was submitted timely. 6-1

Issue:
Table 2-4 Land Use Designation

Land Use Designation Description

Open Space: ~~The Open Space land use designation specifies that open space lands, including public and private parks, shall not be developed intensively with buildings or other structures.~~ Areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected, including hillsides, waterways, coastal and hillside view corridors, public beaches, and parks. Open space lands are not intended to be intensively developed with buildings or other structures but can be used for recreational purposes. 6-2

Comment:
This revised Open Space definition does not appear to have been analyzed in the EIR for the environmental impacts that could occur when environmentally sensitive habitats, areas with significant natural resources or similar areas requiring protection by designating them as Open

Space are allowed to be used for recreational purposes. Additionally, the revised description of the Open Space Land Use Designation does not describe any allowable residential development which is currently allowed under existing land use policies. Omitting this from the designation description may result in a vertical inconsistency between the General Plan Land Use Designation and any land use policies allowing residential development on open space. This could potentially make residential development that currently exists on Open Space land nonconforming and result in impacts that have not been analyzed in the EIR. 6-2 cont

Issue:
Table 2-5 Land Use Density/intensity limits

Footnotes
~~1. Coastal height limits are provided to ensure that the scenic and visual qualities of coastal areas are considered and protected consistent with Coastal Act Section 30251.~~
~~2. Overlay zones may impose additional standards for applicable properties. Please refer to the City of Pismo Beach Municipal Code for additional requirements.~~
~~3. Buildings may be up to forty-five (45) feet in height where the Planning Commission finds that significant public views to and along the coast and other scenic areas are protected.~~ 6-3

Comment:
It appears that the EIR does not address the environmental impacts that occur from elimination of the footnotes regarding height limits which protect scenic and visual qualities of the coastal areas. With the elimination of these restrictions how are these areas protected consistent with Coastal Action Section 30251?

Issue:
Action LU-2.1fc: Coastal Public Views Protection. The City's scenic and visual qualities shall be considered and protected. All development shall be sited and designed to ~~protect views to and along the ocean and coastal areas~~ avoid having a significant adverse impact on significant public views (which shall include blue water views of the ocean and views of the undeveloped open foothills as seen from Highway 101 (see also Policy COS-2.1e); minimize alteration of natural landforms; ~~be of low scale, limited heights, and~~ appropriate building scale and include articulation for visual interest (and to avoid 'boxy' and monolithic designs); be visually compatible with the character of the surrounding area; and, where feasible, restore and enhance visual quality in visually degraded areas. Building heights shall be limited to the applicable height provided in the Zoning Ordinance. Protection of sensitive habitats, natural landforms, scenic resources, and other coastal resources shall be a priority in all City actions and decisions, and all development standards (including with respect to height, setback, density, lot coverage, etc.) shall be interpreted as maximums (or minimums) that shall be reduced (or increased) to protect and enhance such resources and meet LCP objectives to the maximum extent feasible. 6-4

Comment:
The term "Significant Public View" needs to be defined to avoid arbitrary interpretations or random implementation.

Issue:
Reduction of Community Noise Exposure-Table 4.11-5

incorporated into the project's design to reduce noise to acceptable levels.

Table 4.11-5 Land Use Compatibility Guidelines for Development

Land Use Category	Community Noise Exposure (CNEL or Ldn dBA)		
	Acceptable[1]	Conditionally Acceptable[2]	Unacceptable[3]
Single-Family Residential[4], Theaters, Auditoriums, Music Halls, Meeting Halls, Churches	<60	60-~~70~~65	>~~70~~65
Multi-Family Residential, Transient Lodging – Motels, Hotels	<~~60~~65	~~60-75~~ 65-70	>~~75~~70
~~Schools, Libraries, Museums~~, Hospitals, Nursing Homes	<60	60-~~75~~65	>~~75~~65
Playgrounds and Parks	<70	70-75	>75
Schools, Libraries, Museums, Office Buildings	<60	60-~~75~~70	>~~75~~70

[1] Acceptable: specified land use is satisfactory. No noise mitigation measures are required.
[2] Conditionally acceptable: use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the Noise Element.
[3] Unacceptable: development is usually not feasible in accordance with the goals of the Noise Element.
[4] New single-family residences (individual parcel development) are to be exempt from noise studies but shall require a buyer beware notice that acknowledges the residence may experience noise higher than City standards. New single-family subdivision developments (such as the creation of multiple new residential lots) are subject to the noise study requirements and identified exterior noise exposure limits.
Source: City of Pismo Beach 2023 Noise Element ~~2014~~

Additionally, the Noise Element sets limits to noise exposure from stationary sources, which apply when a new noise-sensitive land use is proposed, as shown in Table 4.11-6. These noise limits are applied at the property line of the proposed noise-sensitive land use. New development of noise-sensitive land uses may be permitted only where location and design allow the development to meet the daytime and nighttime standards listed in Table 4.11-6. The GP/LCP Update would not change the noise standards for stationary sources shown in Table 4.11-6.

6-5

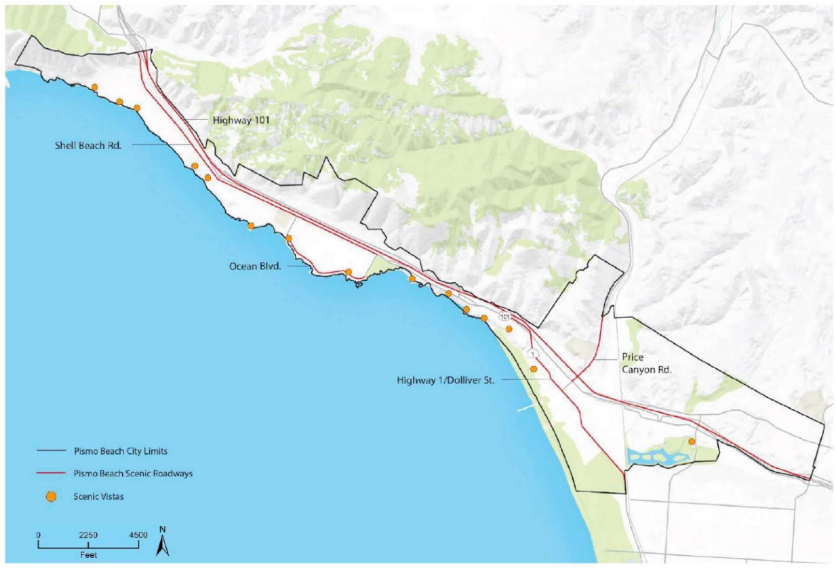
Comment:
There appears to be no new sound study or additional technical studies that indicate why the limits were reduced. This would include any impacts to land use when the limit is reduced from 70 to 65. This change has the potential to affect properties in proximity to the highway that may be unable to meet the updated limits.

Issue:
Maps throughout the document are at a very small scale making them difficult to read and nearly impossible to identify individual properties.

6-6

City of Pismo Beach
Pismo Beach General Plan/Local Coastal Plan Update

Figure 4.1-1 Scenic Vistas and Roadways



Source: City of Pismo Beach. 2021. Conservation and Open Space Element.

4.1-2

Comment:
The scenic vistas map does not depict the specific view or show the view corridor. Small dots on a map fail to define the view corridor and do not provide objective information.

6-6 cont

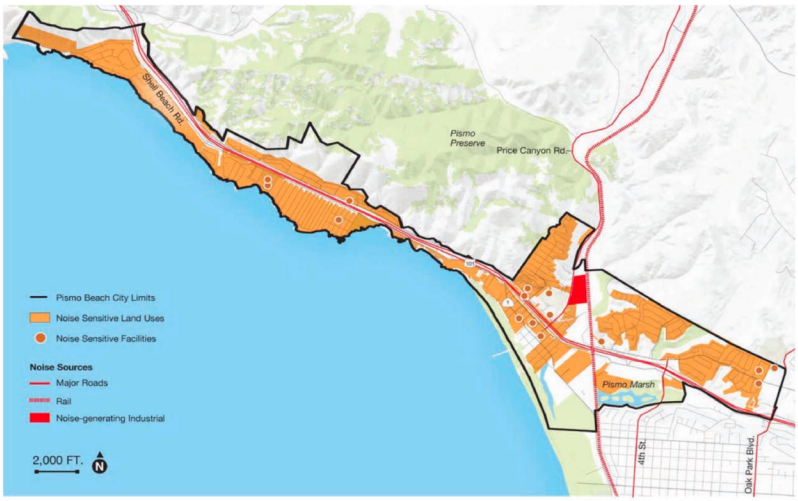
Figure 4.1-1 on Page 4.1-2 of the Draft EIR was revised as follows to update the scenic vistas mapping for consistency with the GP/LCP Update.



Issue/Comment:
There is no reference to additional studies or information that resulted in the revisions to these maps (4.11-1 & 4.13-1). Maps are difficult to read due to small scale.

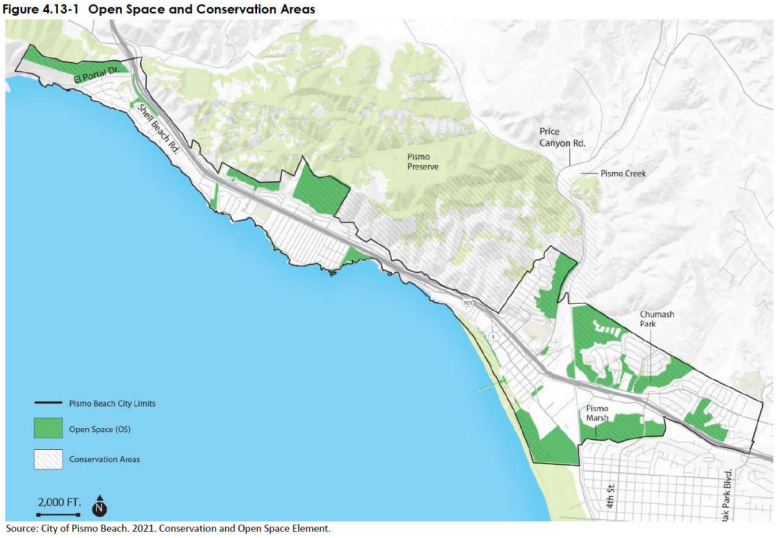
Figure 4.11-1 on Page 4.11-4 of the Draft EIR was revised as follows to expand the Noise Sensitive Land Uses.

Figure 4.11-1 Noise-Sensitive Land Uses and Major Noise Sources



6-7 cont

Figure 4.13-1 Open Space and Conservation Areas



Source: City of Pismo Beach. 2021. Conservation and Open Space Element.

Issue/Comment:
There is no additional study or information provided to explain the change in the map. Map is difficult to read due to its small scale. The General Plan is a long-term document and should have maps that are of a appropriate scale and with sufficient detail to be able to determine how individual properties are affected. The Draft GP/LCP uses the term Open Space in various contexts including as a land use designation and to reference land that is Open Space (recreational). The General Plan update should strive to address this issue to avoid confusion with a Land Use Designation and the Open Space Element policies.

6-8 cont

Respectfully submitted,



Andrew Grow
3990 Shell Beach Rd.
Pismo Beach, CA 93449

Gmail

Andrew Grow <andrewcgrow@gmail.com>

General Plan/Local Coastal Program Update and Final Environmental Impact Report Comments

Brian Schwartz <brian@urbanplanningconcepts.com> Thu, Jan 11, 2024 at 8:47 AM
To: Andrew Grow <andrewcgrow@gmail.com>
Cc: Jorge Garcia <JGarcia@pismobeach.org>, Ian Livingston <ilivingston@pismobeach.org>, "Fleishman, Dave" <dfleishman@rwglaw.com>

Hi Andrew,

Staff will be reviewing all public comments submitted and will wait to provide responses until after the new Planning Director is in place and a new City Council hearing date is established.

Staff will keep your comments for consideration, however I recommend keeping them yourself and resubmitting them prior to the next public hearing.

Hope this answers your questions.

Regards,

Brian

Brian Schwartz, AICP

Principal Planner

upc URBAN PLANNING CONCEPTS INC. CELEBRATING 35 years

2624 Airpark Drive

Santa Maria, CA 93455

(805) 934-5760 (office)

(805) 574-0377 (cell)

From: Andrew Grow <andrewcgrow@gmail.com>
Sent: Wednesday, January 10, 2024 5:15 PM
To: Brian Schwartz <brian@urbanplanningconcepts.com>
Cc: Jorge Garcia <JGarcia@pismobeach.org>; Ian Livingston <ilivingston@pismobeach.org>; Fleishman, Dave <dfleishman@rwglaw.com>

Subject: Re: General Plan/Local Coastal Program Update and Final Environmental Impact Report Comments

Hi Brian- Thank you for the update. Has your office also paused work on the update until the City fills their open staff positions?

Are you able to respond to my concerns in the meantime or will I need to wait until the next comment period to resubmit my correspondence?

Thanks,

On Wed, Jan 10, 2024 at 9:33 AM Brian Schwartz <brian@urbanplanningconcepts.com> wrote:

> Andrew,
>
> Thank you for your follow-up email which was directed to my attention.
>
> A new Notice of Availability will be issued prior to the future public hearing(s) to inform and invite the public to review and comment on the documents.
>
> Should you have any further questions, please don't hesitate to contact me.
>
> Sincerely,
>
> Brian
>
> Brian Schwartz, AICP
>
> Principal Planner
>
> upc URBAN PLANNING CONCEPTS INC. CELEBRATING 35 years
>
> 2624 Airpark Drive
>
> Santa Maria, CA 93455
>
> (805) 934-5760 (office)
>
> (805) 574-0377 (cell)

From: Andrew Grow <andrewcgrow@gmail.com>
Sent: Wednesday, January 10, 2024 8:00:00 AM
To: Jorge Garcia <JGarcia@PismoBeach.org>
Cc: Andrew Grow <andrew@injectorsdirect.com>; Clare Malone Prichard <cmaloneprichard@pismobeach.org>; Don Oberhelman <doberhelman@pismobeach.org>; Erica Inderlied <EInderlied@PismoBeach.org>; Greg Alex <galex@pismobeach.org>; Lindsay Christiansen <lchristiansen@pismobeach.org>; Planning Commission <planningcommission@pismobeach.org>; Reed Van Rozeboom <rvanrozeboom@pismobeach.org>; Shauna Wills <swills@pismobeach.org>
Subject: Re: General Plan/Local Coastal Program Update and Final Environmental Impact Report Comments

External Email

Mr. Garcia- Thank you for your prompt response. My correspondence was in response to the Notice Of Availability that states there is a six-week public review and comment period for the General Plan/Local Coastal Program Update and Final Environmental Impact Report, beginning on November 28, 2023.

Pausing the update process while the city works to fill vacant positions makes sense. In the meantime will my comment letter be entered into the record or will the city be re-posting the Notice Of Availability and re-opening the comment period once new staff is in place and up to speed?

I appreciate the city's desire to engage with the community through this update and look forward to the process resuming in the future.

Kind Regards,

Andrew Grow

On Tue, Jan 9, 2024 at 3:04 PM Jorge Garcia < JGarcia@pismobeach.org> wrote:

> Thank you for your email to the City Council on this very important issue. Due to some changes in staffing in our Community Development Department, including both the Director and the Planning Manager, the City has decided to postpone the General Plan/Local Coastal Plan changes until our staffing is in place and can get up to speed.
>
> As one of the most important planning documents for our community, we want to make sure that those charged with implementation of the City Council's direction are in place, understands the documents, and provides their professional recommendations on any possible modifications that might help execute that vision and direction.
>
> We look forward to robust discussion and engagement with the community when this item returns for consideration.
>
> (City Council blind copied on this email)

Best,

Jorge E. Garcia
City Manager

Office: (805) 773-7928
Email:
jgarcia@pismobeach.org

Website | Facebook | Twitter | YouTube

From: Andrew Grow <andrewcgrow@gmail.com>
Sent: Monday, January 8, 2024 4:56 PM
To: Lindsay Christiansen <lchristiansen@pismobeach.org>; Ed Waage <ewaage@pismobeach.org>; Mary Ann Reiss <MReiss@PismoBeach.org>; Stacy Inman <SInman@PismoBeach.org>; Marcia Guthrie <MGuthrie@PismoBeach.org>; Scott Newton <snewton@pismobeach.org>; Clare Malone Prichard <cmaloneprichard@pismobeach.org>; Reed Van Rozeboom <rvanrozeboom@pismobeach.org>; Shauna Wills <swills@pismobeach.org>; Don Oberhelman <doberhelman@pismobeach.org>; Greg Alex <galex@pismobeach.org>; City Council <citycouncil@PismoBeach.org>; Planning Commission <planningcommission@pismobeach.org>; Erica Inderlied <EInderlied@PismoBeach.org>
Cc: Andrew Grow <andrew@injectorsdirect.com>
Subject: General Plan/Local Coastal Program Update and Final Environmental Impact Report Comments

External Email

Dear City Council Members & Planning Commissioners:

Please see attached letter and supporting materials regarding the General Plan/Local Coastal Program Update and Final Environmental Impact Report.

Kind Regards,

--

Andrew Grow
(805) 903-2836

January 8, 2024

VIA EMAIL

City Council & Planning
Commission City of Pismo Beach
760 Mattie Rd.
Pismo Beach, CA 93449
Email: citycouncil@pismobeach.org, planningcommission@pismobeach.org

Re: Comments on General Plan/Local Coastal Program Update and Final Environmental Impact Report

Dear: Pismo Beach care of L. Christiansen

I have read the draft General Plan/Local Coastal Program Update and the associated environmental documents (SCH#: 2021010158) and have the following comments:

I would first like to state that I submitted a letter on October 26, 2023, commenting on the General Plan/Local Coastal Program update that apparently was not distributed to Council Members or Planning Commissioners prior to the October 27, 2023 Zoning Code/ Implementation Plan Update Workshop and was also not entered into the record until after the workshop had already taken place. As such, I will include that letter and others submitted to the city as an attachment to this correspondence with the intent that they also be distributed and included into the record. 6-9

Issue: Public participation and public record.

Members of the public living along Shell Beach have inquired with the city about what the long-term consequences of the update will be for this area. The City's response has been that the General Plan/LCP update will not result in any changes to the area. However, the Zoning Ordinance update includes rezoning a portion of this area from residential to open space. A change in zoning for this area does result in substantial changes. The city has not exercised it's responsibility to inform the public as to the intentions of the city to rezone this area and in some cases require dedication of private land to the city when a project is pursued. The reasoning expressed by the city is that this area should be keep as permanent undeveloped open space. It has not been made clear whether or not the city has intensions to keep the area undeveloped open space or to actually acquire the land piece by piece for some other public purpose. The long-term plan for this area should be clearly identified in the City's long range planning document (GP/LCP) and public meetings should be held with the property owners to explain the City's long-term intentions. 6-10

Issue: The appropriateness of an Open Space designation for the Shell Beach Road area.

The city continues to state that the Open Space designation is required to protect the open space value of the land along Shell Beach Road. Goal LU-9 states: "Sunset Palisades/The Bluffs/South Palisades: An ocean-oriented residential neighborhood with an emphasis on preservation of natural resources, open space, coastal views and scenic corridors". The EIR shows that Shell Beach Road is designated as scenic, however the other technical reports such as the habitat map do not show any sensitive resources within this area. The record as to how this area became designated as open space clearly establishes that the only issue identified is a protection of views. It also indicates that the height limitations and overlays contained within the city's existing regulations are sufficient to protect the views. This determination goes all the way back to when this area was subdivided, and housing was proposed. In the 40 years that has transpired there has been no additional information provided to the public which identifies any additional environmental concerns beyond view protection that require continuing the open space designation, prohibiting all development (permanent open space) and restricting development rights.

Action LU-8.1a: Identify and Map natural resources states: The City shall prepare and maintain geographic information systems-based maps of the City, identifying the natural resources such as wildlife habitats and open space, view sheds, terrain and hillsides. The natural resource map shall also show development constraints such as flood hazard areas, geological hazard areas, soil hazard areas (subsidence, liquefaction), and Very High Fire Hazard Severity zones. The maps shall provide the basis of determining where urban development is most appropriate, and where other needs of the community, or requirements to protect coastal resources, outweigh the desire or need for urban development. As a result of the findings of these maps, the City shall re-evaluate it's land use designations and future plans for undeveloped area and revise the Land Use Map accordingly. 6-11

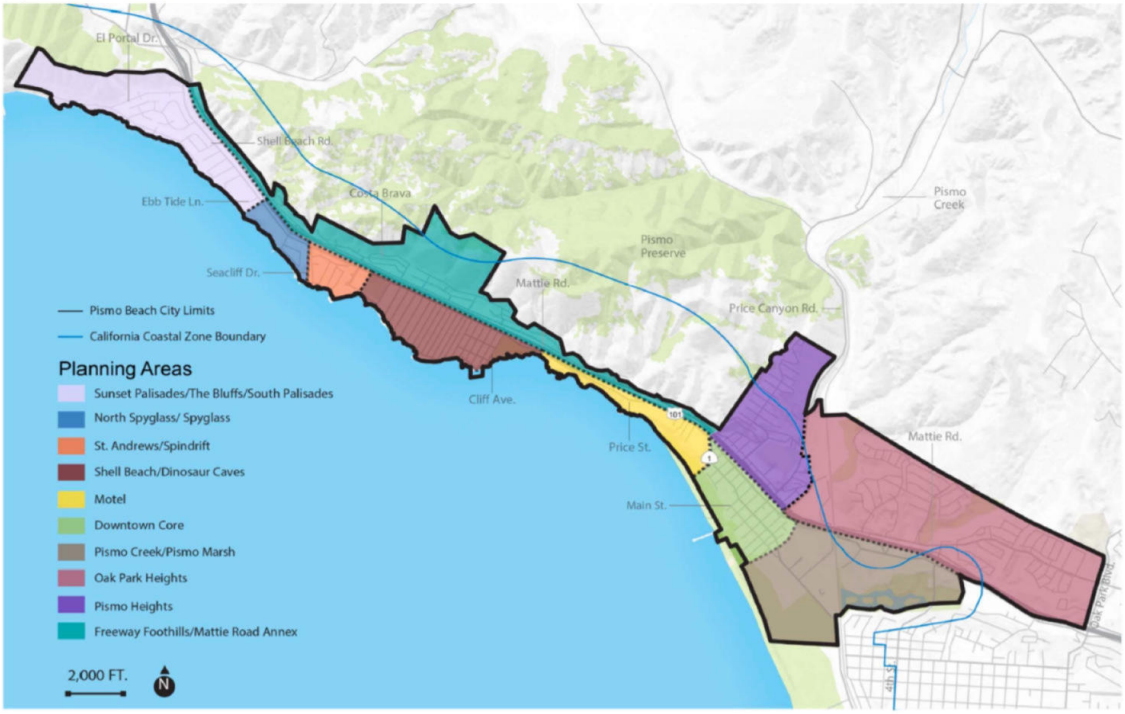
The Shell Beach Road area is not an undeveloped area, in fact it is developed with parking lots, tennis courts and residential units. The area is served with streets, water and sewer connections. The studies conducted for the General Plan/LCP update clearly show that this area does not contain natural resources or hazards but does contain scenic view sheds. Based on the overall character of the area and the fact that the existing height restrictions protect the views the City should re-evaluate the appropriateness of the Open Space designation following action LU-8.1a.

Issue: Shell Beach as an open space area.

6-12

The sunset Palisades/The Bluffs/South Palisades area is characterized in the EIR as "almost totally developed with low density residential use with a few scattered vacant residential lots.

Figure 2-5 Neighborhood Planning Areas



Action LU-1.6d Permanent Open Space states: The area between Shell Beach Road and the Freeway shall remain in permanent open space. No further land division shall be allowed in this area.

The majority of the area between Shell Beach Road and the freeway is developed and cannot be characterized as undeveloped open space. As stated previously the area is developed with parking lots, tennis courts and residential units. The term "permanent open space" is not defined in the General Plan/LCP documents. Is this referring to the GP designation? Or referencing that current vacant lots cannot be developed? It would appear that action LU-1.6d is in conflict with Policy LU-1.6: Preserve Open Space which states that Open space lands shall not be developed intensively with buildings or other structures. Is it no development,/permanent open space or *less intense* development?

6-12 cont

Issue: BIO-2: General Plan/LCP update would facilitate development that could result in construction within riparian habitat and direct placement of fill in wetlands.

The EIR identifies that the proposed growth areas have the potential to affect riparian habitat and/or wetlands. The document seems to restrict development completely along Shell Beach Road even though height restrictions would and have in the past protected scenic views but the General Plan/LCUP update provides for additional development that would have the potential to negatively impact land that have environmental resources. Restricting development along Shell Beach Road applies development pressure on other lands which actually have resources needing protection.

6-13

Issue: Removal of obstacles to Growth:

The EIR addresses the need for removal of obstacles to growth. The EIR acknowledges that by focusing development within already urbanized areas (Shell Beach Road) it reduces growth pressure in undeveloped areas along the periphery of the city where there is biological, traffic and air quality issues. The Shell Beach Road area is served with utilities, streets and could be designated for infill growth while still protecting the scenic view sheds via height restrictions, continuing to designate this area as permanent open space despite the fact the area is developed and that it is without environmental resources that require all development be restricted is in conflict with the documents desire to remove obstacles to orderly development within the urban core. 6-14

Issue: Permanent open space

The EIR does not analyze the impacts created with the removal of housing units within the Shell Beach Road area to facilitate this area being maintained as permanent open space. Additionally, once this area is not allowed to have urban development including landscaping it will create wild land interface issues with the surrounding urban development. This wild land/fire issue is not addressed in the EIR. 6-15

Conclusion:

The General Plan/LCP update contains several beneficial policies and actions which will protect environmental resources. But, as you can see the Shell Beach Road area does not contain environmental resources other than the scenic view shed. This scenic view shed has been protected by the height limitations for decades and houses have been built without obstructions to the scenic quality of the area. Characterizing this area as "open space" and restricting this area beyond all other Open Space areas with Action LU 1.6 d is without merit and is not substantiated in the studies conducted for the EIR. Restricting all development in lieu of applying a reasonable height restriction is an arbitrary restriction giving rise to takings and other constitutional concerns, and not substantiated in the record and in fact in conflict with other General Plan/LCP policies. 6-16

Please see below for prior correspondence and supporting documentation:

Respectfully submitted,



Andrew Grow
3990 Shell Beach Rd.
Pismo Beach, CA 93449

October 26, 2023

VIA EMAIL

City Council & Planning Commission
City of Pismo Beach
760 Mattie Rd.
Pismo Beach, CA 93449
Email: citycouncil@pismobeach.org, planningcommission@pismobeach.org

Re: Item 3.A: Zoning Code/Implementation Plan Update Workshop

Dear City Council Members & Planning Commissioners,

I've spent a considerable amount of time reviewing the draft zoning code update as it pertains to the East side of Shell Beach Road within the Sunset Palisades area, the neighborhood which includes my home and would like to bring some fundamental issues to your attention. Multiple neighboring property owners and I have attempted to participate in this update process. To date our concerns have not been addressed and many questions remain unanswered. I've been told by multiple property owners between Shell Beach Rd & 101s that they have contacted staff regarding the zoning update and have been told it won't affect their properties, which is contrary to all the draft update materials I've seen. Staff has also stated on the record that property owners will be notified of zoning code update workshops & invited to participate which has not happened as far as I'm aware. General notification to the public at large is not sufficient. It is important that the city reach out to the property owners along Shell Beach and state the city's exact intentions. What are the plans for this area? Is it to have the area attrit to a natural state devoid of any development? Is it to acquire the land for public purpose by restricting private development? Or is leaving it in an Open Space designation another way to restrict residential development in the city? To continue to have the statement "permanent open space" within a document but not define it appears to be a backdoor to removing all development from this area. When a project is proposed for a specific area each affected property owner within a certain radius must receive direct notice, while a general notification is allowed under the law it is not in keeping with an outreach program that would directly inform those whose property rights are being affected by the combination of a general plan update, a zoning ordinance update and redefining terms used in both. Now is the time to have documents that are consistent and clear that include terms that are well defined and not left open for interpretation by staff. 6-17

I've included links below to the letter(s) that were submitted prior to the last Planning Commission hearing for reference:

2023-08-22 Grow Item 7.A.

2023-08-22 January Item 7.A.

2023-08-22 Markiewicz Item 7.A.

2023-08-22 Stricklen Item 7.A. 6-18

I've also included links to the proposed maps from the draft update that appear to be inconsistent:

8. Maps_8.b - Proposed Land Use Map

8. Maps_8.d - Proposed Zoning Map

6-18 cont

The City Council adopted a Housing Element in 2019 (5th cycle 2014-2020) and again in 2021 (6th cycle 2020-2028) both of these documents indicate that multiple properties between Shell Beach Rd & 101s (in the PR zone with an Open Space designation) are suitable for additional residential units. These units were counted in the vacant lot inventory and therefore are presumably available for housing opportunities. Pismo Beach's regional housing needs are identified as 459 units. The Vacant land inventory shows 449 lots suitable for residential units. It is important to note that all elements of the city's General Plan should be consistent with each other as the current General Plan as well as the General Plan update draft are in direct conflict with the Housing Element as the proposed Land Use and zoning prohibit any form of development in the "Permanent Open Space" area between Shell Beach Rd & 101s.

6-19

This was reaffirmed by the statement of Community Development Director Matthew Downing at the 10/3 City Council hearing; that the city must require a fee title dedication on the portion of the McNeal parcel between Shell Beach Rd & 101s to ensure that it is not developed and remains in "permanent open space." Interestingly enough the Current Land Use Map shows this entire strip between Shell Beach Rd & 101s as low & medium density residential. Not only does this area have no open space qualities, 13 of the 17 lots in this area are already developed and do not resemble "open space" in any way. Despite numerous inquiries we have yet to see a documented explanation or environmental report that explains why the area between Shell Beach Rd & 101s must be placed in "permanent open space." I explained in my previous letter to the Planning Commission there are no known resources or habitat that requires protection other than the views from 101 which are already protected by the view consideration overlay and height limitation overlay. What resources does the proposed "Open Space - Preservation" zoning aim to preserve?

6-20

In light of the current state housing crisis, continuing to place governmental constraints, without justification, on privately owned land to not only prohibit residential development but eventually force removal of existing residential development is in violation of the spirit of the Housing Element and may place the city in conflict with the state. I've included an open letter from REACH that outlines the significance of the current local housing crisis.

6-21

During the Planning Commission's recent review of the General Plan update I requested a definition of "permanent open space" be supplied in the definition section of the General Plan. While my request(s) were not addressed and I have still yet to see a definition, that term is now being used to describe an area without any development allowed and as Mr. Downing stated at the 10/3 City Council hearing "everything is considered development." This is in direct conflict with not only how a significant portion of this area is currently being used (residential use, parking lots etc.) but also how some of this area was described to the State in the Housing Element (as having potential for additional housing units).

6-22

So, the question is how is the City going to explain to the state that they counted units in the housing element while prohibiting development on them in the Land use element? 6-22 cont

The General Plan update process is a long overdue opportunity for the city to fix a problem that has gone on for far too long. It would be a shame if they continued down the current path that would inevitably compound the issue.

I respectfully request that materials presented online for this item on the agenda include all emails to staff with inquiries on the project, submitted letters and any other questions or comments by the public. Additionally, the agenda should be presented to the public directly not under the March 2022 agenda. Making materials difficult to find, presenting inaccurate materials (zoning maps) and not presenting submitted materials in the agenda packet are not in keeping with an appropriate outreach program. 6-23

Thank you in advance for your attention to this matter.

Respectfully submitted,



Andrew Grow

3990 Shell Beach Rd.

Pismo Beach, CA 93449

August 22, 2023

VIA EMAIL

Planning Commission
City of Pismo Beach
760 Mattie Rd.
Pismo Beach, CA 93449
Email: planningcommission@pismobcach.org

Re: Item 7.A: Continued public hearing for General Plan/Local Coastal Program Update

Dear Planning Commissioners,

I have reviewed the proposed General Plan update as it relates to the East side of Shell Beach Road within the Sunset Palisades area, the neighborhood which includes my home. I realize a policy update of this scale is a large undertaking and appreciate the opportunity to bring some of my concerns to your attention.

The General Plan draft update designates the entire strip of land between Shell Beach Road & HWY 101 from El Portal to Spyglass Drive as Open Space. It appears that both the proposed Land Use Element and the proposed Conservation and Open Space Element address Open Space. The policies contained within the Land Use Element addressing the Sunset Palisades/Shell Beach Road area appear to be inconsistent with the Conservation and Open Space Element's description of open space as well as the policies and actions contained in the element. The Conservation and Open Space Element guides "the protection of natural, scenic, and cultural resources and conservation areas important to the environment and the sustained economic prosperity of Pismo Beach." Further, the Conservation/Open Space Element states that it shall inform the Land Use Element and therefore the two documents should be consistent. The land between Shell Beach Road and Highway 101 is identified in the Conservation and Open Space Element as requiring protection for scenic views only. This element does not identify (in the north Shell Beach Road area) any of the other resources described in the Conservation and Open space element as needing protection such as: Oak trees, wetlands, Riparian Habitat/Natural drainage, Environmentally Sensitive Habitat or Marine Resources. 6-24

The main policy proposed for protection of scenic resources and applicable to the area is Policy COS-2.1:

> **Policy COS-2.1: Protect Scenic Resources.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize natural landforms, to be visually compatible with the character of surrounding 6-25

areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. See Figure CO-1, Scenic Roadways and Vistas.

Figure CO-2 in the Conservation and Open Space Element clearly identifies the conservation areas within the city including the foothills, beaches, the Pismo Marsh, the Monarch Butterfly Grove and Pismo Creek but does not identify the land between Shell Beach Road and Highway 101 within the Sunset Palisades neighborhood as a conservation area. 6-25 cont.

There are several actions proposed to implement the above policy. They include actions to enforce height limits, enforce the view consideration overlay zone, require design review for all projects within 200 feet of Highway 101 and require view corridors on development projects. The following Land Use policies or actions do not appear in the Conservation and Open Space Element:

> **Policy LU-9.2: Open Space.** Maintain the area between Shell Beach Road and the 101 Freeway as permanent open space. No further land divisions shall be in this approved area.
>
> ***Action LU-9.1b: Remainder of Sunset Palisades Area.*** No structure shall exceed 15 feet in height as measured from the height of the center of the finished building pad grade as designated in the final tract Grading Plan at the time of recordation. 6-26
>
> ***Action LU-9.2a: Open Space Character.*** Require that any development approved on site maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 square feet or 60% of gross site area whichever is lesser.

The term "permanent open space" used in Policy LU-9.2 is not defined and the policy does not establish a nexus between the policy and the objective (protection of views). The Conservation and Open Space element clearly establishes other restrictions that protect scenic views without stripping private property owners of their property/development rights.

Additionally, the term "open space character" is not defined and there is no nexus between action item LU-9.2a and the protection of scenic views as established in the Conservation and Open Space Element. The very specific limitations contained in this action item belong in the implementation document (Zoning Ordinance) not the General Plan.

Table LU-2 showing existing development by Neighborhood Planning Area details the Sunset Palisades/The Bluffs/South Palisades planning area as developed with 478 single family homes and has 97 acres of open space. It is unclear whether or not these 97 acres are developed or "permanent open space" i.e. undeveloped. Table LU-2 should be clarified to show existing development (residential) in "Open Space." The term "Open Space" is used throughout the document in several different ways. It is a General Plan designation; it is used to describe areas of sensitive natural habitat, existing parking lots, parkland/recreation areas, areas which include 6-27

current residential uses, and it is also used to identify land which may not be developed at all. It goes on to say that the property between Shell Beach Road and U.S. Highway 101 has historically been utilized as open space with limited residential development. This is not a true statement. The area was planned for residential development and currently contains a mixture of residentially developed lots as well as undeveloped lots. In fact, one home within the subject area is approximately 100 years old. Additionally, the area is not in a natural state as much of it has been subject to grading/disturbance during the construction of Highway 101 and Shell Beach Road and would likely be considered a potential "infill" area in most cities. The vast majority of these lots are currently zoned Planned Residential (PR). The presumed rezoning of these parcels from residential to open space preservation (OS-P) would result in existing residential development becoming designated as nonconforming and would ultimately have a negative impact on property values.

6-27 cont.

Action LU-8.2h Legal Non-conforming Structures and Uses establishes the effective date of the updated GP/LCP to determine that structures legally built prior to that date that do not conform to the GP/LCP would be considered legal non-conforming structures moving forward. The privately held residential units on Shell Beach Road in the Sunset Palisades neighborhood would presumably be designated as legal non-conforming structures and would become subject to the new more restrictive regulations proposed in the companion zoning ordinance update. These regulations could result in significant financial implications as property owners find that the nonconforming designation now limits their ability to repair, rebuild or replace existing improvements unless they are significantly reduced in size. Additionally, the regulations may also require the removal of other property improvements to bring the property back to conformity with the Open Space regulations.

6-28

In conclusion, the proposed Conservation and Open Space Element scenic view policies adequately protect the view resources along north Shell Beach Road. The more restrictive policies contained in the Land Use Element are not needed to protect the scenic view corridor and only serve to restrict private property rights, limit the long-term viability of the existing homes, and restrict additional residential development. In the age of critical housing shortages, it is imperative that the city protects existing homes and not adopt policies that encourage their eventual removal, reducing the housing stock. The restrictive policies contained in the Land Use element pertaining to the northern Shell Beach Road area won't provide further protection for scenic views or provide a public benefit, but it will mandate areas of undeveloped land that will result in fallow, unmaintained, unsightly properties, create potential fire hazards, dust nuisances and other problems associated with vacant weed infested lots. It is worth noting that this is all located in a residential area. This area serves as a gateway to our city and therefore should not only be allowed to be maintained but improved over time.

6-29

As part of a large city-wide General Plan update the property owners in this area were not made aware of the specific impacts to their properties. There appears to be a significant lack of notice and public outreach during this update as the neighbors that I have spoken with were all unaware of the update and the potential impacts on their properties. Perhaps a workshop specifically

6-30

noticed to the private property owners that would be affected by the General Plan update and corresponding Zoning update along Shell Beach Road would have helped provide the necessary information and allowed opportunity for input from citizens & property owners earlier in the process?

6-30 cont.

Based on the aforementioned concerns I hereby request the following:

- That the Planning Commission recommend to the City Council that it amend the General Plan Designation of this area (where the property is privately owned) back to a residential designation with the appropriate overlay for view protection as detailed in the Conservation and Open Space element, reflecting the current reality that the area is fully developed with homes - and should remain so.

- That the Planning Commission recommend to the City Council that the General Plan Policies protecting scenic views in the Shell Beach Road area be limited to those identified within the Conservation and Open Space Element.

6-31

- That the City reaffirm that the concepts of "permanent open space" and "open space character" are intended only to protect view-sheds.

- That the City removes from the General Plan document specific development standards more appropriate for the implementation document (zoning ordinance).

Thank you in advance for your time to review my concerns and consider my subsequent requests.



Andrew Grow
3990 Shell Beach Rd.
Pismo Beach, CA 93449

From: Pat January
To: Planning Commission; Don Oberhelman; galax@pismobeach.org; Clare Malone Prichard; Reed Van Rozeboom; Shauna Wills
Subject: Letter for meeting on 8-22-31
Date: Tuesday, August 22, 2023 3:24:47 PM

External Email

Dear Planning Commissioners,

We live at 2928 Shell Beach Road. We understand you are considering General Plan amendments that will affect our home, which is zoned PR (Planned Residential). Updating our zoning designation to OS-P (Open Space - Preservation) makes no sense given that ours is a fully developed residential neighborhood. Please use this opportunity to recommend to the City Council that our neighborhood be rezoned “R-1” in order to reflect the reality on the ground, and to allow us to protect our future property values and property rights.

Thank you,

Rick & Pat January

From: Clare Malone Prichard
To: Matt Downing; Cory Hanh
Cc: Lindsay Christiansen
Subject: Fw: Planning Commission
Date: Tuesday, August 22, 2023 4:24:53 PM
Attachments: Outlook-dtejm2mu.png

Also FYI in case you didn't receive a copy.

Clare Malone Prichard
Planning Commissioner

Office: (805) 773-4658
Email: cmaloneprichard@pismobeach.org

From: Anthony Markiewicz <afm014@gmail.com>
Sent: Tuesday, August 22, 2023 2:53 PM
To: Don Oberhelman <doberhelman@pismobeach.org>
Cc: Greg Alex <galex@pismobeach.org>; Don Oberhelman <doberhelman@pismobeach.org>; Clare Malone Prichard <cmaloneprichard@pismobeach.org>; Reed Van Rozeboom <rvanrozeboom@pismobeach.org>; Shauna Wills <swills@pismobeach.org>; Erica Inderlied <EInderlied@PismoBeach.org>
Subject: Planning Commission

External Email

Dear Planning Commission,
I am the owner of the property at 2920 Shell Beach Rd. It is my understanding that there are proposals being made to change the zoning of my property. Would you please confirm whether this is true or not? If it is true, I feel that I should have notified of the proposed changes to my property before this meeting. Also, how would these changes affect what I can do to my property? How would these changes affect my future property value? Thank you for your attention to my questions and concerns. I was planning on attending this meeting but was called out of state to attend to my sister who was placed on hospice.
Thank you for your understanding.

Anthony F. Markiewicz, Major

From:	Kim Blesener
To:	Planning Commission
Cc:	Don Oberhelman; Greg Alex; Clare Malone Prichard; Reed Van Rozeboom; Shauna Wills; Erica Inderlied
Subject:	Pismo Beach General Plan Update - Hearing 8-22-23
Date:	Wednesday, August 23, 2023 3:16:39 PM

External Email

Dear Planning Commissioners,

We live at 4000 Shell Beach Road. We understand you are considering General Plan amendments that will affect our home, which is zoned OS-1. That zoning designation makes no sense given that ours is a fully developed residential neighborhood. Please use this opportunity to recommend to the City Council that our neighborhood be rezoned “R-1” in order to reflect the reality on the ground, and to allow us to protect our future property values and property rights.

This has been a concern for quite some time and urge you to approve this request as rapidly as possible.

Thank you.

Richard H. Stricklen
661-978-2722

Inventory of properties along the east side of Shell Beach Rd. (4000 Shell Beach Road to 2770 Shell Beach Rd.)
As of October, 2023

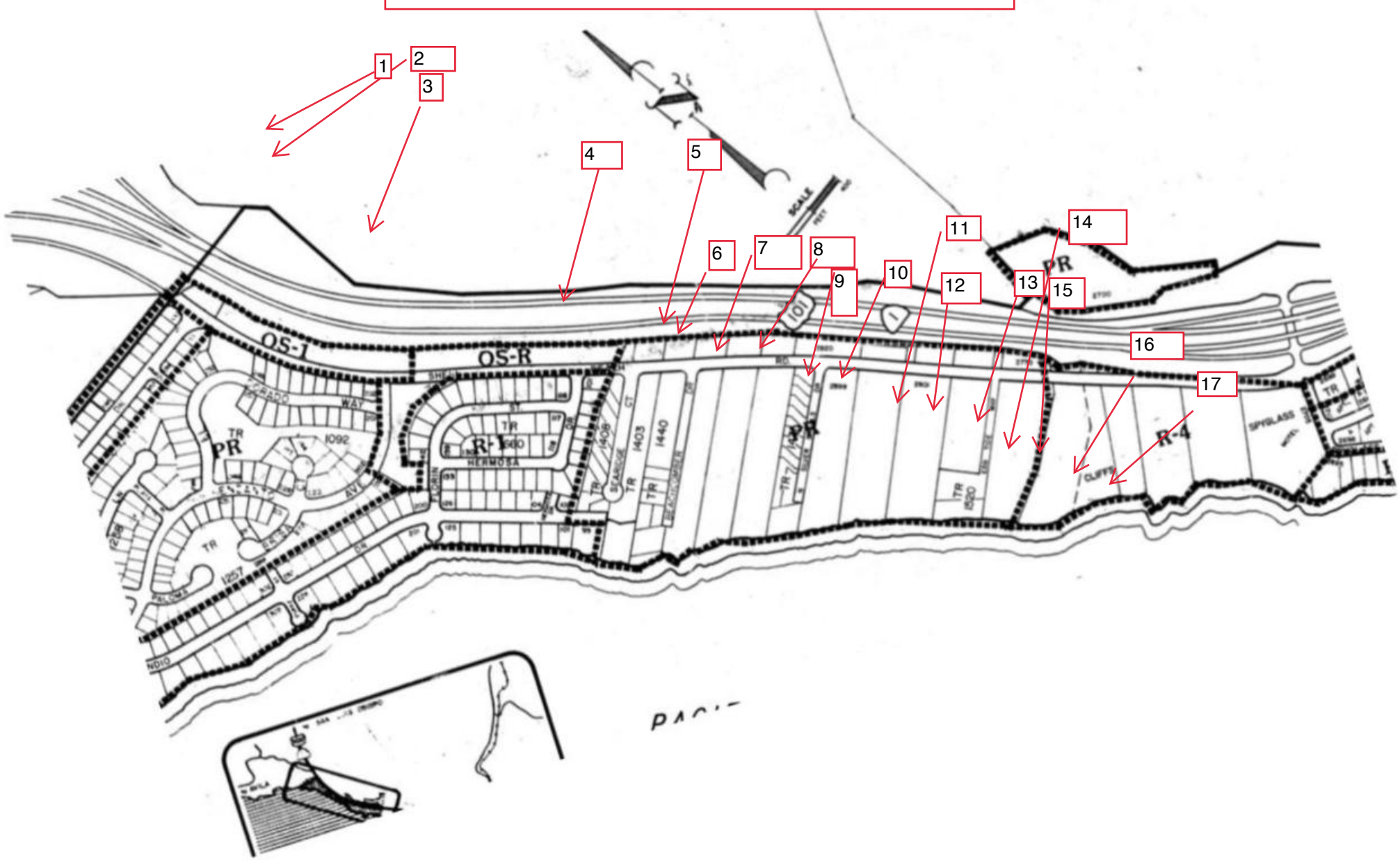
Map I.D.	Address	Owner	APN	Mailing	Current General Plan	Current Zoning	Proposed Re-Zoning (Per Draft Map)	Existing Development? (13/17 Developed)	Notes
1	4000 Shell Beach Rd	Stricklen Richard H Trust	010-183-007	PO BOX 40340 BAKERSFIELD, CA 93384-5196	OS	OS-1	OS-P	Single Family Residence	Homeowner was not made aware of potential changes to zoning
2	3998 Shell Beach Rd	West Carl D Trust	010-183-008	3998 Shell Beach Rd Pismo Beach, Ca. 93449	OS	OS-1	OS-P	Single Family Residence	Homeowner was not made aware of potential changes to zoning
3	3990 Shell Beach Rd	Grow Andrew C Trust	010-154-037	3990 Shell Beach Rd Pismo Beach, Ca. 93449	OS	OS-1	OS-P	Single Family Residence	Homeowner was not made aware of potential changes to zoning
4	“0" Shell Beach Rd	City of Pismo Beach	010-551-049	760 Mattie Road, Pismo Beach, Ca. 93449	OS	OS\R	OS-P	Tennis Courts/Parking Lot/Basketball courts	
5	“0" Shell Beach Rd	City of Pismo Beach	010-141-041	760 Mattie Road, Pismo Beach, Ca. 93449	OS	PR	OS-P	None	
6	2928 Shell Beach Rd	January Rick G and Patricia A	010-141-071	2928 Shell Beach Rd Pismo Beach, Ca. 93449	OS	PR	OS-P	Single Family Residence	Homeowner was not made aware of potential changes to zoning

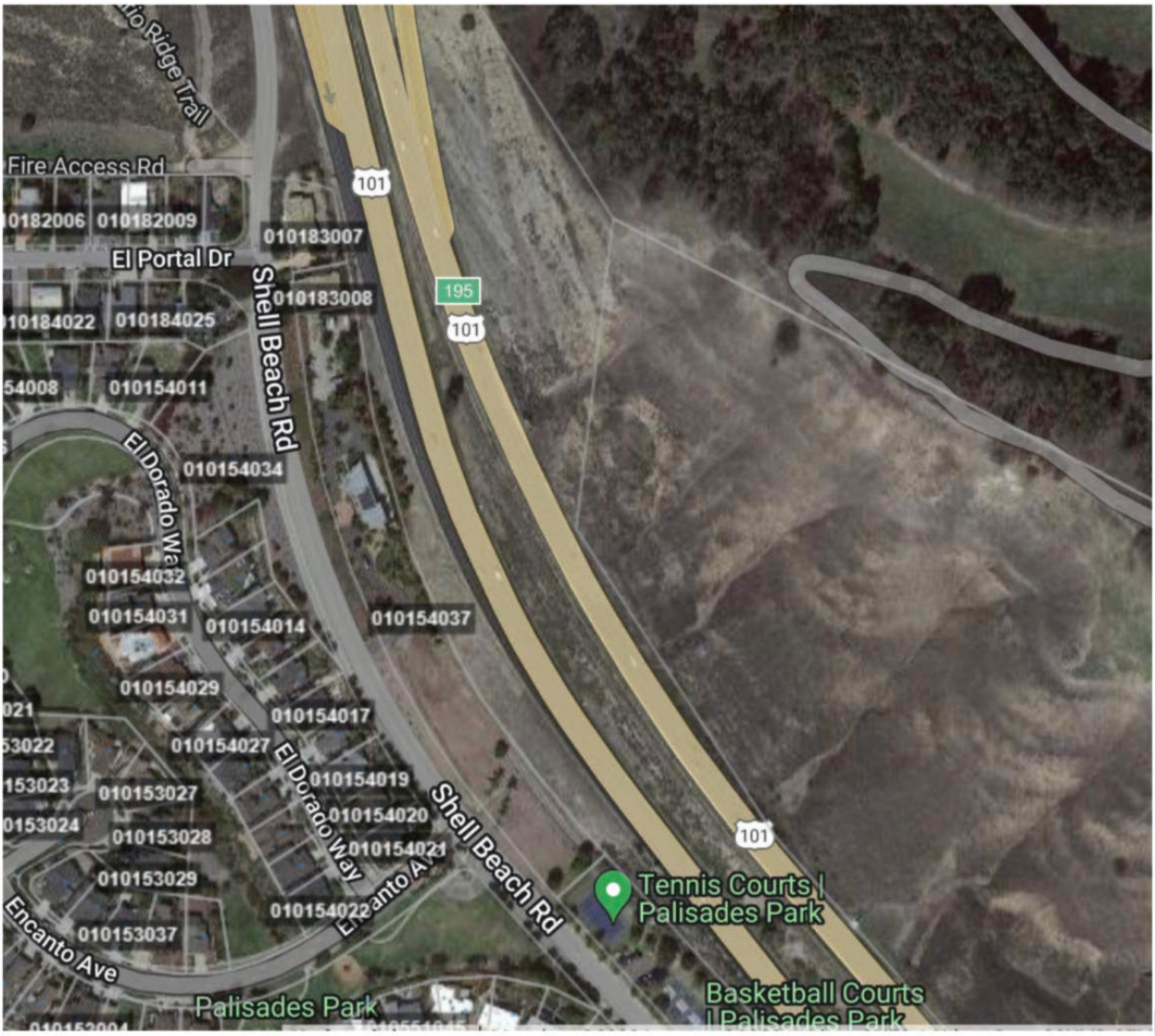
7	"0" Shell Beach Rd	City of Pismo Beach	010-141-044	760 Mattie Road Pismo Beach Ca. 93449	OS	PR	OS-P	None	
8	“0” Shell Beach Rd	City of Pismo Beach	010-144-023	760 Mattie Road Pismo Beach Ca. 93449	OS	PR	OS-P	Parking Lot	
9	“0” Shell Beach Rd	McNeal Thomas R Trust	010-144-025	1030 Glorietta Blvd. Coronado CA. 92118	OS	PR	OS-P	None	Tied to the proposed development across the street - City requiring fee title dedication
10	2920 Shell Beach Rd	Markiewicz Anthony F Trust	010-152-033	2920 Shell Beach Rd Pismo Beach Ca. 93449	OS	PR	OS-P	Single Family Residence	Homeowner was not made aware of potential changes to zoning.
11	“0” Frontage Rd	Silver Shoals Investors LLC	010-152-036	941 Griffin St. Grover Beach Ca. 94333	OS	PR	OS-P	None	Property owner was not made aware of potential changes to zoning
12	2850 Shell Beach Rd	May Margaret A Trust	010-152-035	2850 Shell Beach Rd Pismo Beach Ca. 93449	OS	PR	OS-P	Single Family Residence	Homeowner was not made aware of potential changes to zoning
13	"0" Shell Beach Rd	Cliffs Resort LLC	010-152-026	258 Bridge St. San Luis Obispo, Ca. 93401	OS	PR	OS-P	Parking Lot	Cliffs hotel parking lot northeast of the hotel.

14	“0” Shell Beach Road	Shaffer Lane LLC	010-143-014	285 Bridge Street, San Luis Obispo, Ca. 93401	OS	PR	OS-P	Parking Lot	Cliffs hotel parking lot northeast of the hotel.
15	2770 Shell Beach Rd	Sunset Beach Estates Homeowners Assn	010-143-036	P.O. Box 12060, San Luis Obispo, Ca. 93408	OS	PR	OS-P	Parking Lot	Open Space easement? Apparently this parcel was previously dedicated to the city, pending acceptance
16	“0” Shell Beach Road	Sunset Beach Estates LLC	010-143-039	PO BOX 12060 SLO, CA 93406-2060	OS	R-4	OS-P	Parking Lot	
17	“0” Shell Beach Road	Cliffs Resort LLC	010-041-043	285 BRIDGE ST SLO, CA 93401-5510	OS	R-4	VL-C	Parking Lot	Cliffs hotel parking lot across from the hotel.

Zoning Map with numbers corresponding to the property listing for Shell Beach

October 2023

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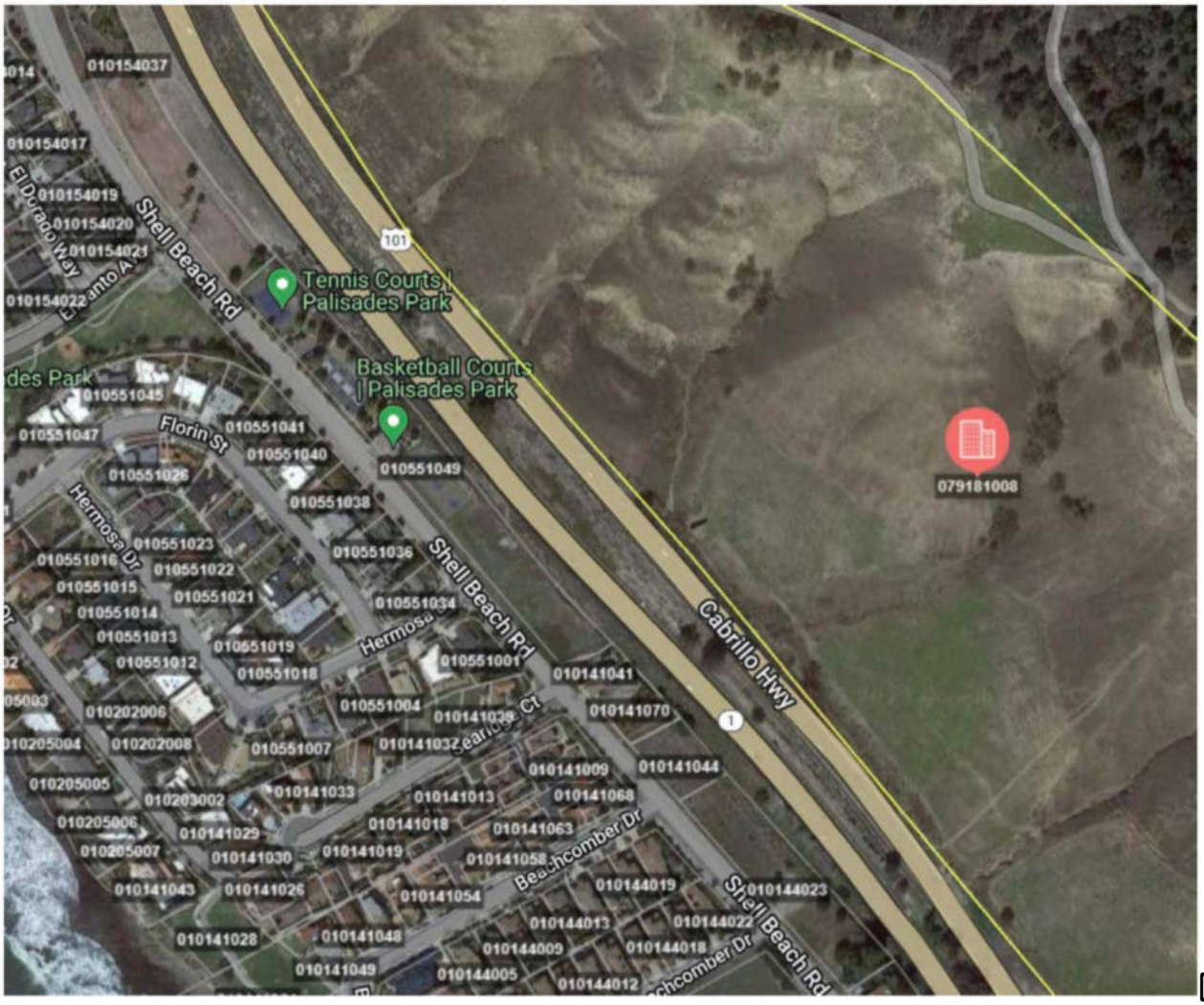
Tennis Courts | Palisades Park
Basketball Courts | Palisades Park
Shell Beach Rd
Florin St
Hermosa Dr
Cabrillo Hwy
Beachcomber Dr
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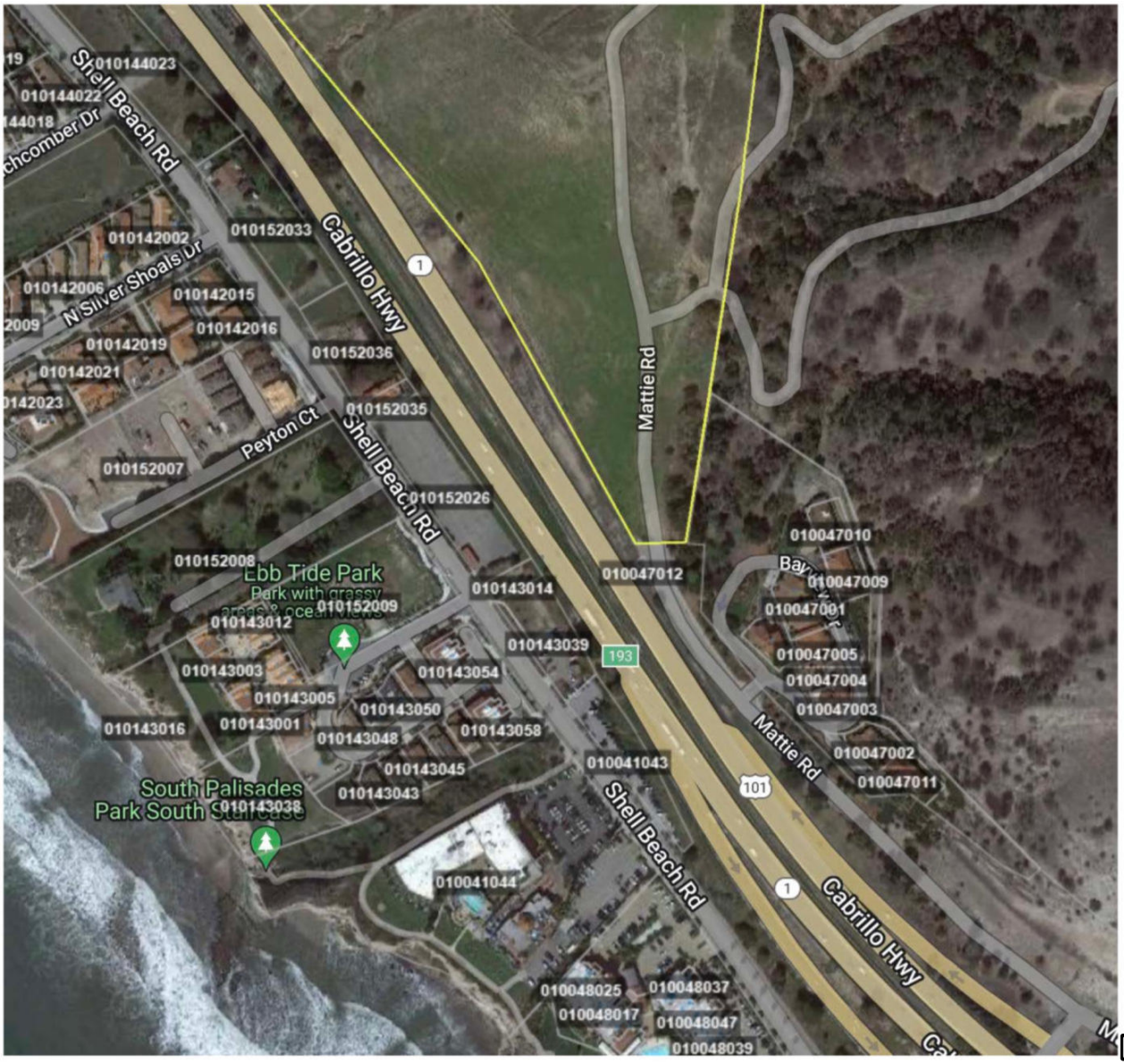
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N Silver Shoals Dr
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Peyton Ct
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Shell Beach Rd
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Ebb Tide Park
Park with grassy
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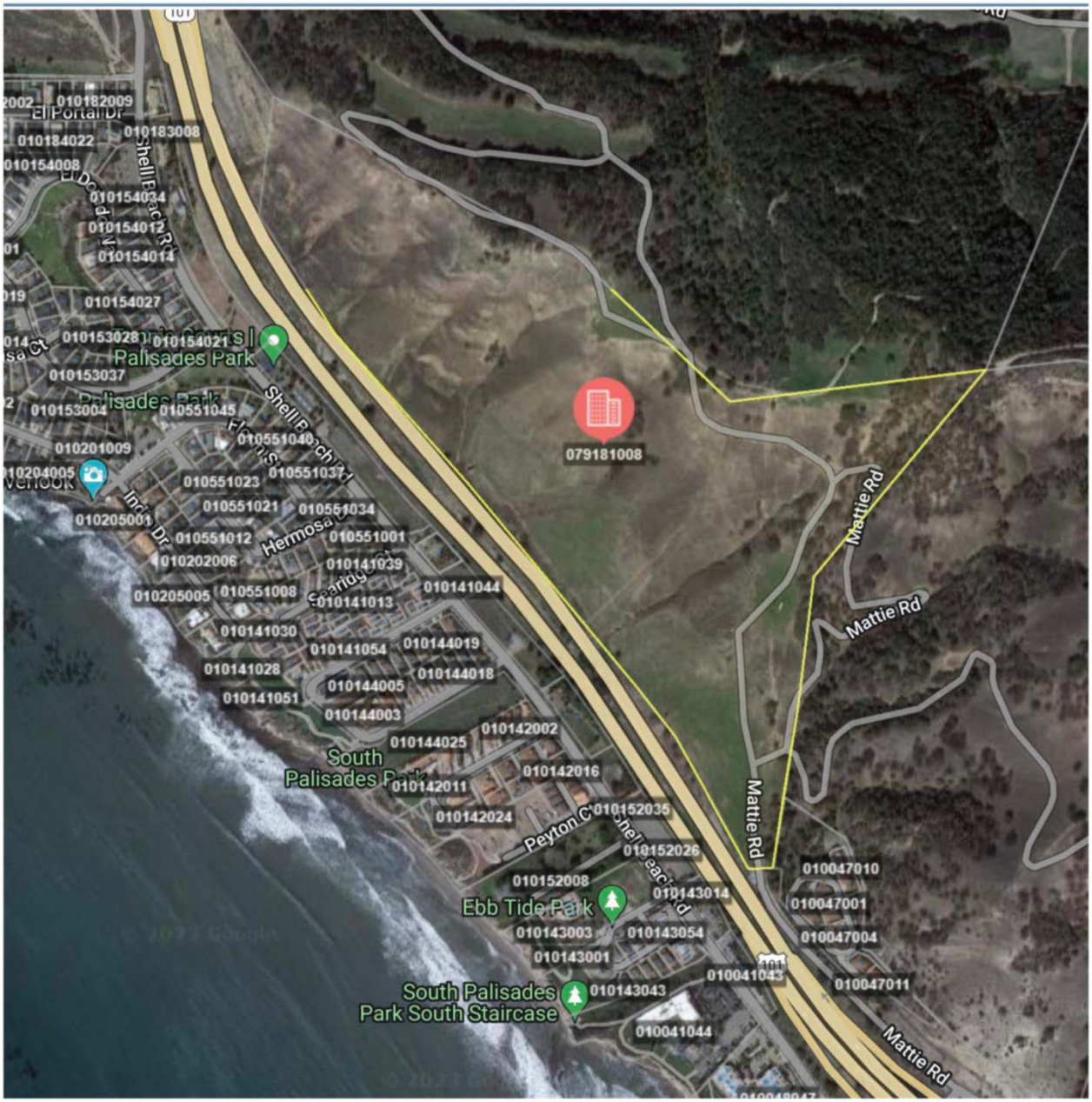
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Ebb Tide Park
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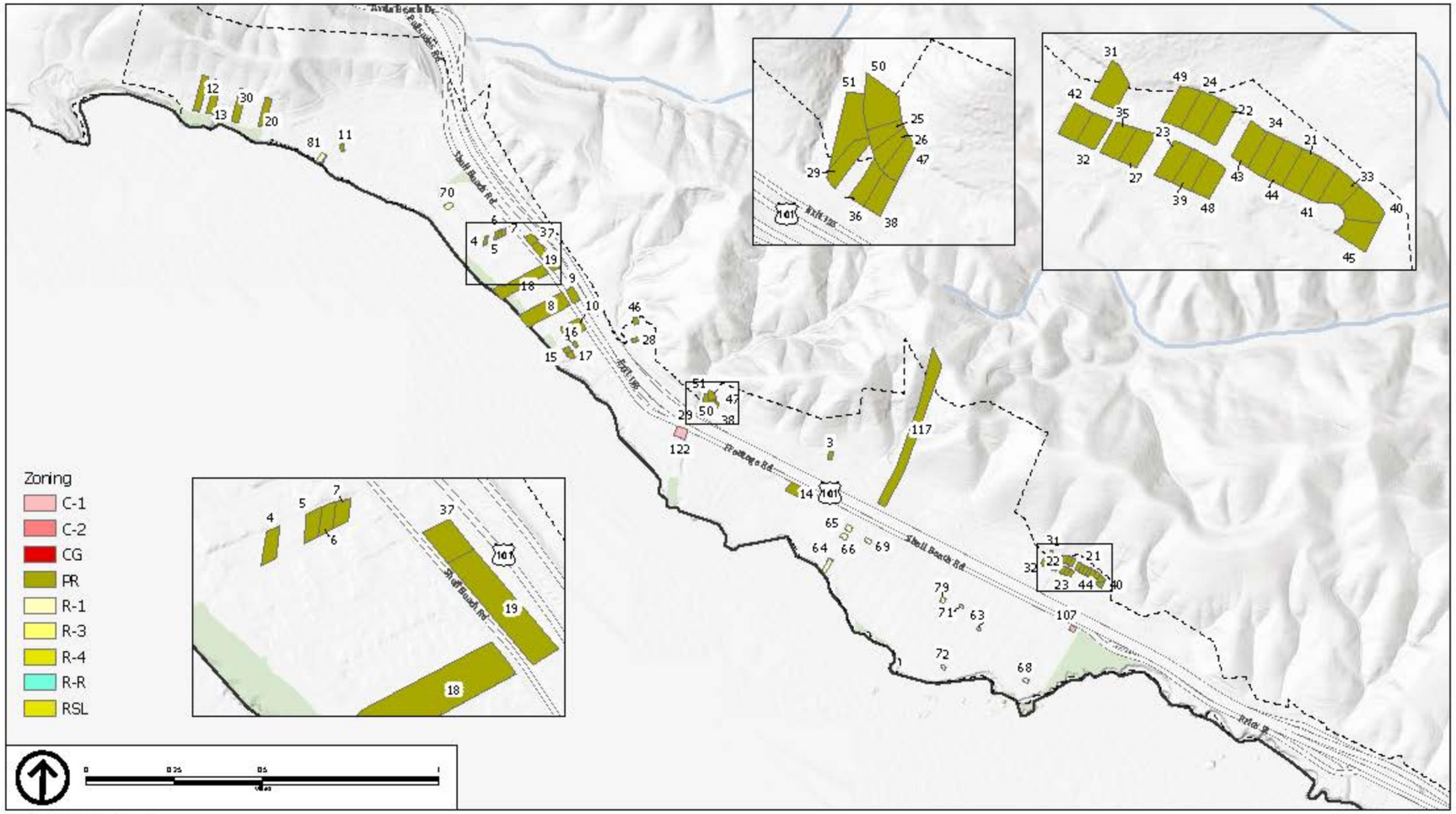
Shell Beach Rd
Hermosa
Peyton Cir

Appendix B: Vacant Land Inventory Maps

PLACEWORKS

HOUSING ELEMENT 2020-2028
CITY OF PISMO BEACH
SITES INVENTORY



Source: City of Pismo Beach

Sites Analysis: North

Appendix C: Vacant Land Inventory

2020-2028 Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units	Notes	Vacant	Water	Sewer	Internet	Electricity
Vacant Parcels Suitable for Above-Moderate Income Units															
CG															
1	005-398-042	0	Oak Park	Medium Density Residential	CG	Toucan Terrace	2.47	2.5	2.0		Vacant	Yes	Yes	Yes	Yes
2	005-398-043	0	Oak Park	Medium Density Residential	CG	Toucan Terrace	1.06	1.1	1.0		Vacant	Yes	Yes	Yes	Yes
							3.53	**3.5**	**3.0**						
PR															
3	010-045-063	2121	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
4	010-141-034	168	Searidge	Medium Density Residential	PR	South Palisades	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
5	010-141-037	148	Searidge	Medium Density Residential	PR	South Palisades	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
6	010-141-038	130	Searidge	Medium Density Residential	PR	South Palisades	0.13	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
7	010-141-039	120	Searidge	Medium Density Residential	PR	South Palisades	0.12	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
8	010-152-007	2900	Shell Beach	Medium Density Residential	PR	South Palisades	3.67	52.0	32.0		Vacant	Yes	Yes	Yes	Yes
9	010-152-036	0	Frontage	Open Space	PR	South Palisades	0.57	0.0	0.0		Vacant	Yes	Yes	Yes	Yes
10	010-152-009	2799	Shell Beach	Medium Density Residential	PR	South Palisades	1.46	22.0	22.0		Vacant	Yes	Yes	Yes	Yes
11	010-155-023	380	Encanto	Low Density Residential	PR	Sunset Palisades	0.13	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
12	010-562-012	98	Bluff	Low Density Residential	PR	Sunset Palisades	1.18	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
13	010-562-014	82		Low Density Residential	PR	Sunset Palisades	1.24	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
14	010-531-052	2251	Shell Beach	High Density Residential	PR	Spindrift	1.17	12.0	12.0		Vacant	Yes	Yes	Yes	Yes
15	010-143-041	303	Radda	Medium Density Residential	PR	South Palisades	0.19	0.0	1.0		Vacant	Yes	Yes	Yes	Yes
16	010-143-049	205	Radda	Medium Density Residential	PR	South Palisades	0.12	0.0	1.0		Vacant	Yes	Yes	Yes	Yes
17	010-143-042	305	Radda	Medium Density Residential	PR	South Palisades	0.18	0.0	1.0		Vacant	Yes	Yes	Yes	Yes
18	010-144-025	3000	Shell Beach	Medium Density Residential	PR	South Palisades	2.99	44.0	32.0		Vacant	Yes	Yes	Yes	Yes
19	010-144-023	0	Shell Beach	Open Space	PR	South Palisades	1.27	44.0	32.0		Vacant	Yes	Yes	Yes	Yes
20	010-562-022	22	Bluff	Low Density Residential	PR	Sunset Palisades	0.93	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
21	010-073-037	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
22	010-073-032	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
23	010-073-010	1270	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
24	010-073-031	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
25	010-043-011	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.11	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
26	010-043-012	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.13	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
27	010-073-012	0	Mattie	Medium Density Residential	PR	Freeway Foothills	0.15	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
28	010-047-004	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.12	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
29	010-043-016	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
30	010-562-018	50	Bluffs	Low Density Residential	PR	Sunset Palisades	1.20	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
31	010-073-027	1279	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.20	1.0	1.0		Vacant	Yes	Yes	Yes	Yes

2020-2028 Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units	Notes	Vacant	Water	Sewer	Internet	Electricity
32	010-073-014	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
33	010-073-039	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
34	010-073-035	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
35	010-073-013	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
36	010-043-004	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
37	010-141-044	0	Shell Beach	Open Space	PR	South Palisades	0.37	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
38	010-043-003	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
39	010-073-009	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.15	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
40	010-073-040	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.20	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
41	010-073-038	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
42	010-073-015	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.13	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
43	010-073-034	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
44	010-073-036	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
45	010-073-041	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
46	010-047-010	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
47	010-043-013	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
48	010-073-008	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.15	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
49	010-073-030	0	Costa Brava	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
50	010-043-014	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.30	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
51	010-043-017	0	Mattie	Low Density Residential	PR	Freeway Foothills	0.29	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
							22.13	**214.0**	**173.0**						
R-1															
52	005-011-031	990	Fresno	Low Density Residential	R-1	Pismo Heights	0.11	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
53	005-011-032	990	Fresno	Low Density Residential	R-1	Pismo Heights	0.26	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
54	005-013-026	991	Stratford	Low Density Residential	R-1	Pismo Heights	0.32	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
55	005-022-035	620	Hanford	Low Density Residential	R-1	Pismo Heights	0.18	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
56	005-023-019	233	Porterville	Low Density Residential	R-1	Pismo Heights	0.13	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
57	005-026-003	222	Porterville	Low Density Residential	R-1	Pismo Heights	0.11	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
58	005-031-030	921	Hanford	Low Density Residential	R-1	Pismo Heights	0.14	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
59	005-032-007	0	Bay	Low Density Residential	R-1	Pismo Heights	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
60	005-032-021	681	Bay	Low Density Residential	R-1	Pismo Heights	0.10	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
61	005-032-077	0	Baxter	Low Density Residential	R-1	Pismo Heights	0.22	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
62	005-235-024	990	Bakersfield	Low Density Residential	R-1	Pismo Heights	0.36	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
63	010-311-036	240	Boeker	Medium Density Residential	R-1	Shell Beach	0.06	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
64	010-521-012	335	Terrace	Low Density Residential	R-1	Terrace Ave	0.28	1.0	1.0		Vacant	Yes	Yes	Yes	Yes
65	010-521-049	135	Terrace	Low Density Residential	R-1	Terrace Ave	0.16	1.0	1.0		Vacant	Yes	Yes	Yes	Yes

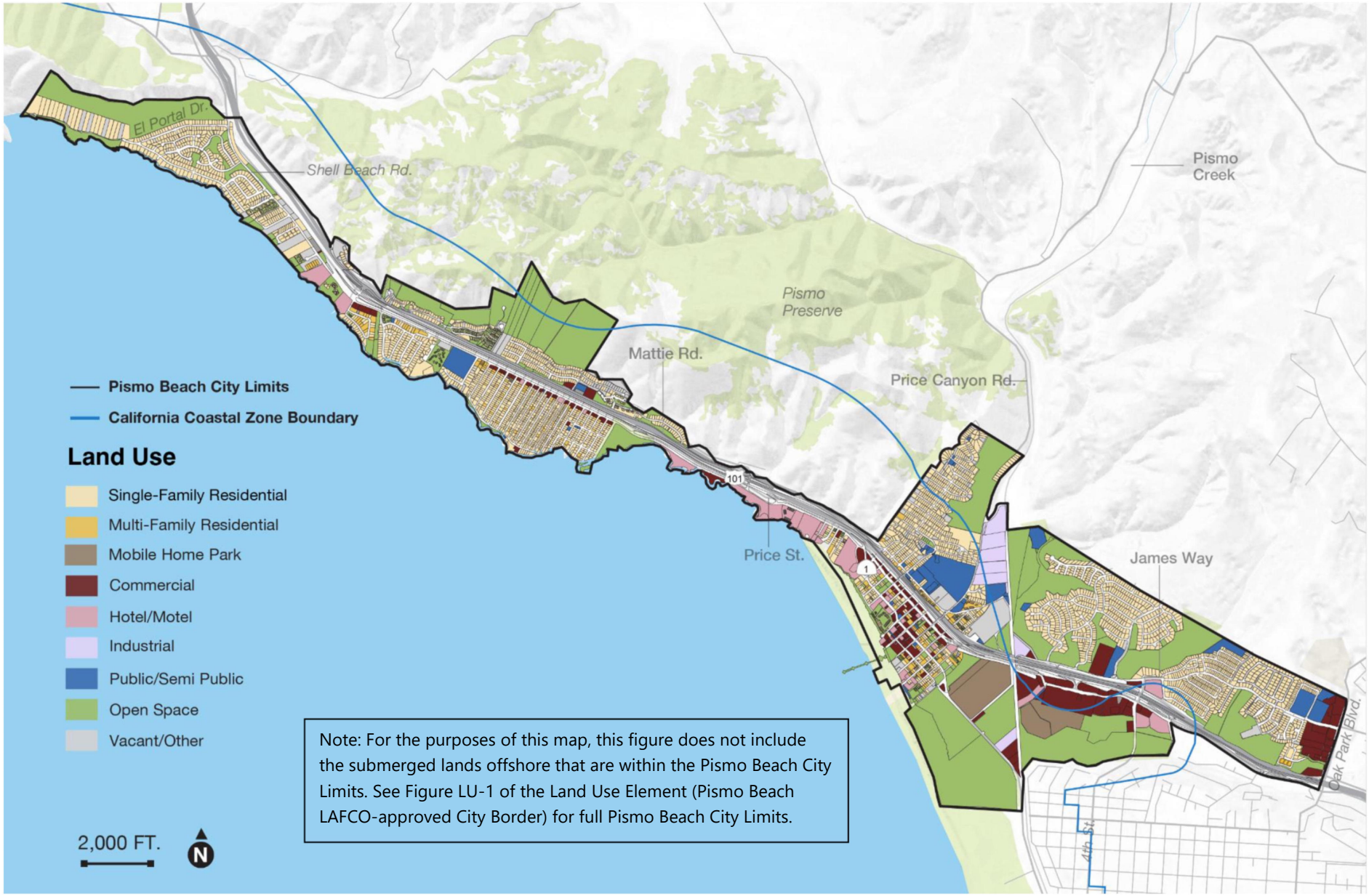


Figure LU-3, Existing Conditions

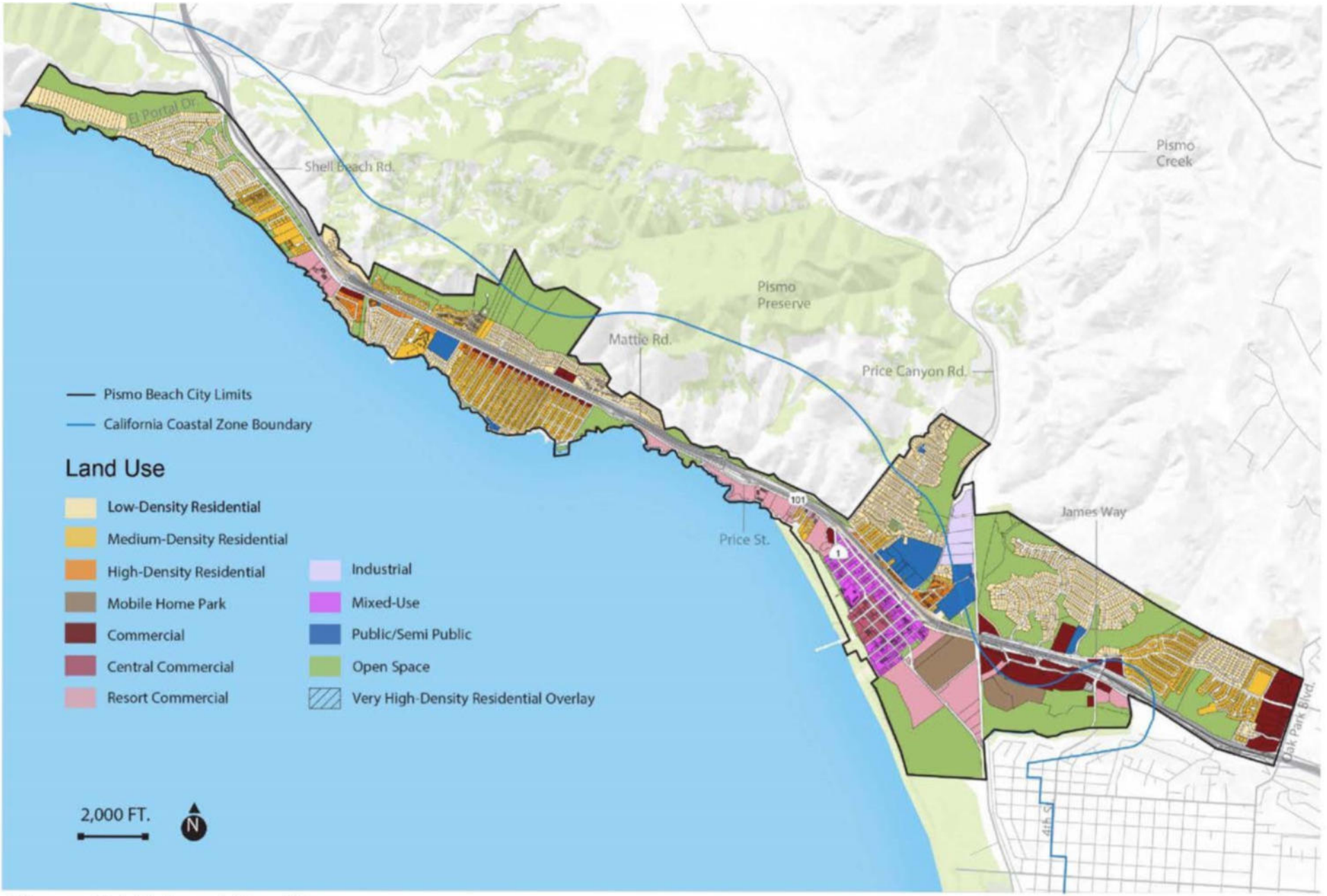


Figure LU-5, Land Use Map

and do not result in bluff instability should be used to protect the bluffs rather than chain link fencing. The Topaz cul-de-sac may be eliminated in favor of a pocket park or expanded viewpoint. The access points should be maintained so that the landscaping of abutting properties does not intrude on them.

North Spyglass/Spyglass

GOAL LU-10

A planning area with a mix of visitor-serving hotel uses and a variety of housing types, with access to parks, the beach, and neighborhood shopping.

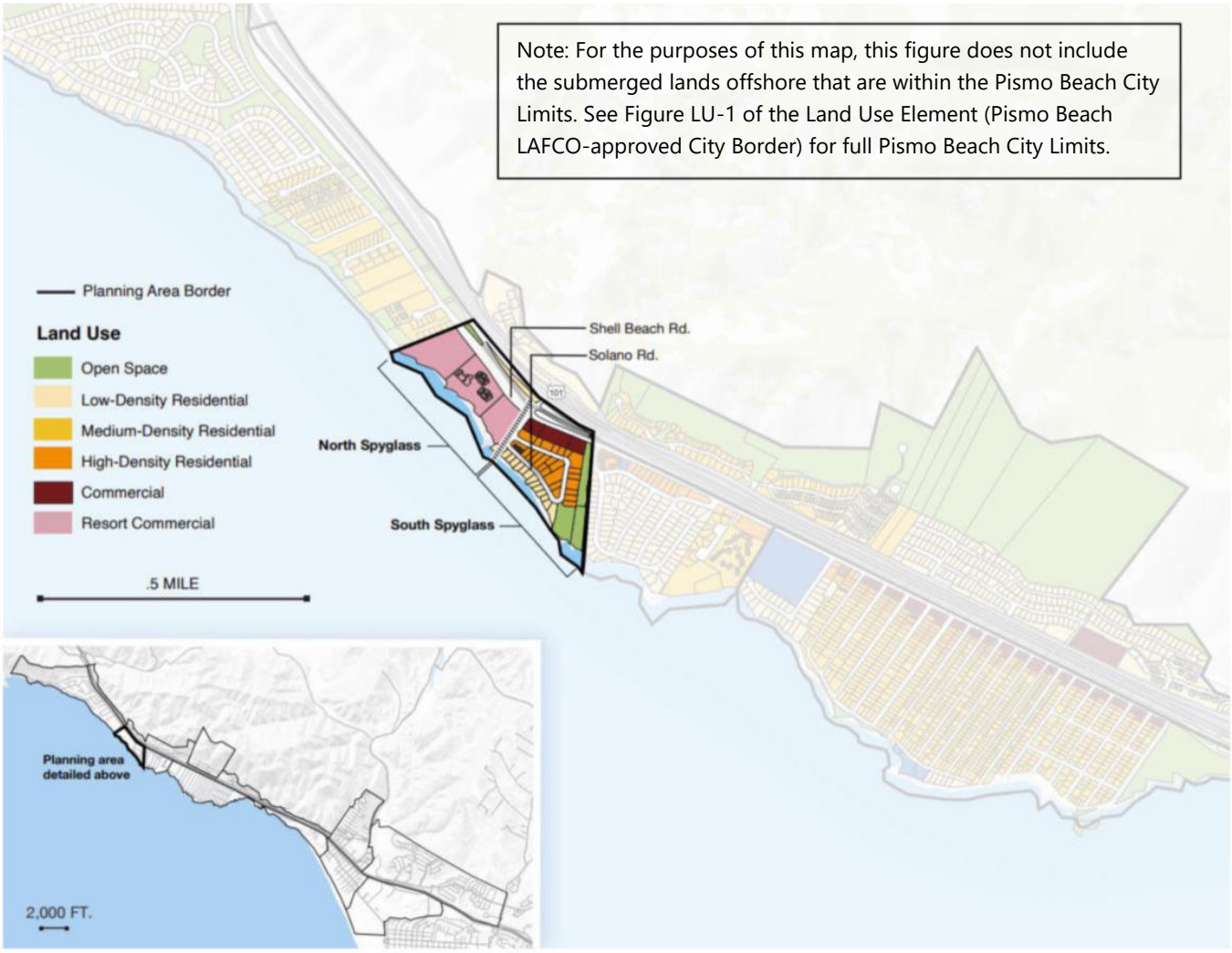


Figure LU-8, North Spyglass/Spyglass

Policy LU-10.1: Bluff-Top Access and Protection. Protect the bluff-top open space, residential uses, hotels, and coastal access areas in this planning area.

Action LU-10.1a: North Spyglass Dedication Requirement. Increase the width of the lateral bluff-top conservation/open space and access dedication requirement set forth in the Parks, Recreation, and Access Element to a distance equal to the sum of the bluff retreat line over the anticipated lifespan

City Limits from County

Coastal Zone

Proposed GP/LCP Zoning

- Commercial Downtown, Coastal (CD-C)
- Commercial Recreation, Coastal (CR-C)
- General Commercial, Coastal (C-2-C)
- Retail Commercial, Coastal (C-1-C)
- Retail Commercial (C-1)
- Village Commercial, Coastal (VC-C)
- Mixed Use, Coastal (MU-C)
- Public Facilities, Coastal (PF-C)
- Public Facilities (PF)
- Service Industrial, Coastal (I-C)
- Service Industrial (I)
- Mobile Home (MH)
- One-Family Residential, Coastal (R-1-C)
- One-Family Residential (R-1)
- Two-Family Residential, Coastal (R-2-C)
- Two-Family Residential (R-2)
- Three-Family Residential, Coastal (R-3-C)
- Visitor Lodging, Coastal (VL-C)
- Open Space (OS-R)
- Open Space (OS-P)

SOURCE: ESRI 2020; San Luis Obispo County 2019

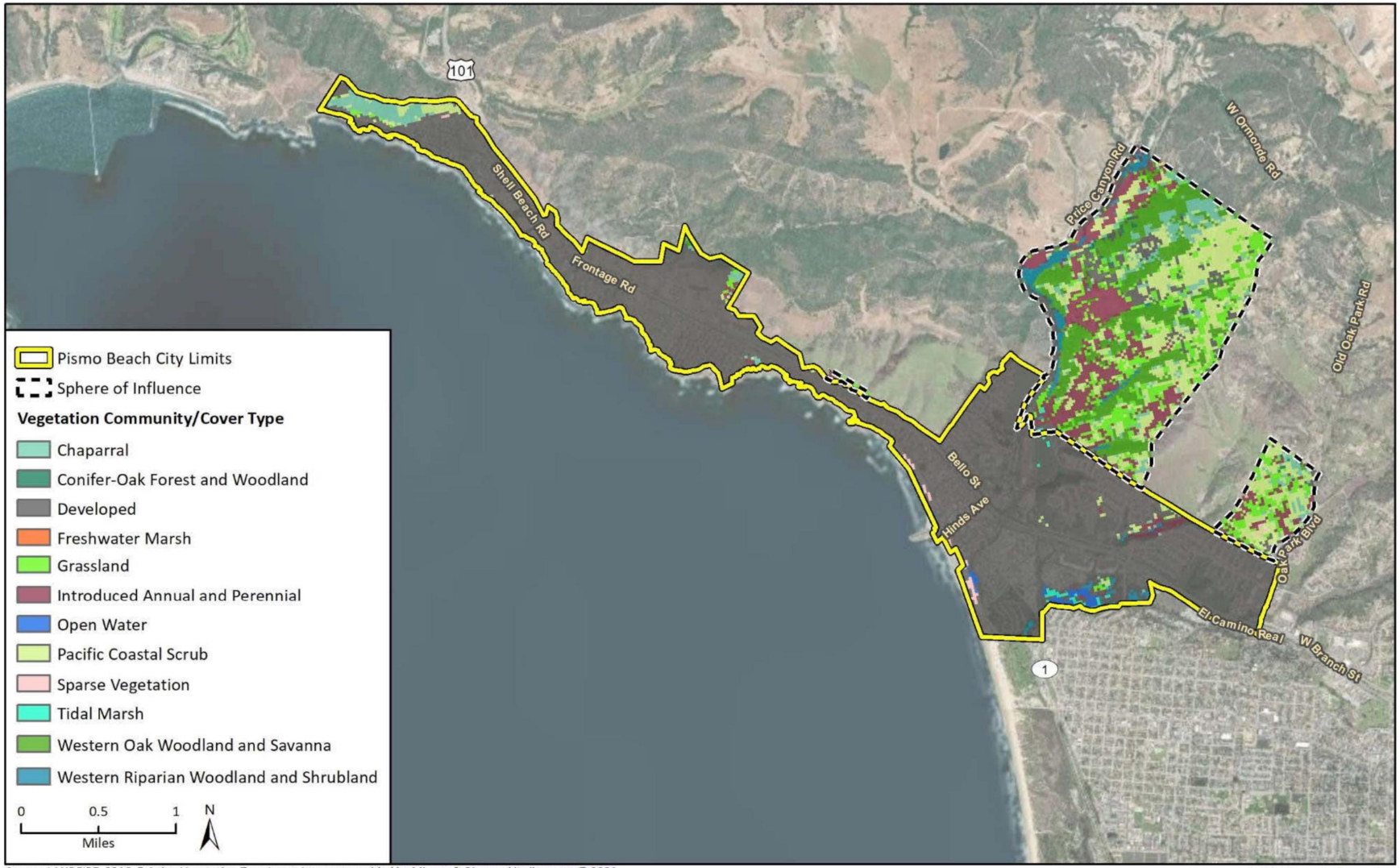
DUDEK

0 1,050 2,100 Feet

Proposed GP/LCP Zoning

City of Pismo Beach

Figure 4.3-1 Vegetation Communities and Land Cover Types in Pismo Beach



Source: LANDFIRE, 2016, Existing Vegetation Type Layer. Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 4.3-2 Wetlands in Pismo Beach



Imagery provided by Microsoft Bing and its licensors © 2021.

Fig 4.3-2 Wetland Features

Figure 4.3-3 Critical Habitat in Pismo Beach



Imagery provided by Microsoft Bing and its licensors © 2021.

Figure CO-2 Conservation Areas



Environmentally Sensitive Habitat Area

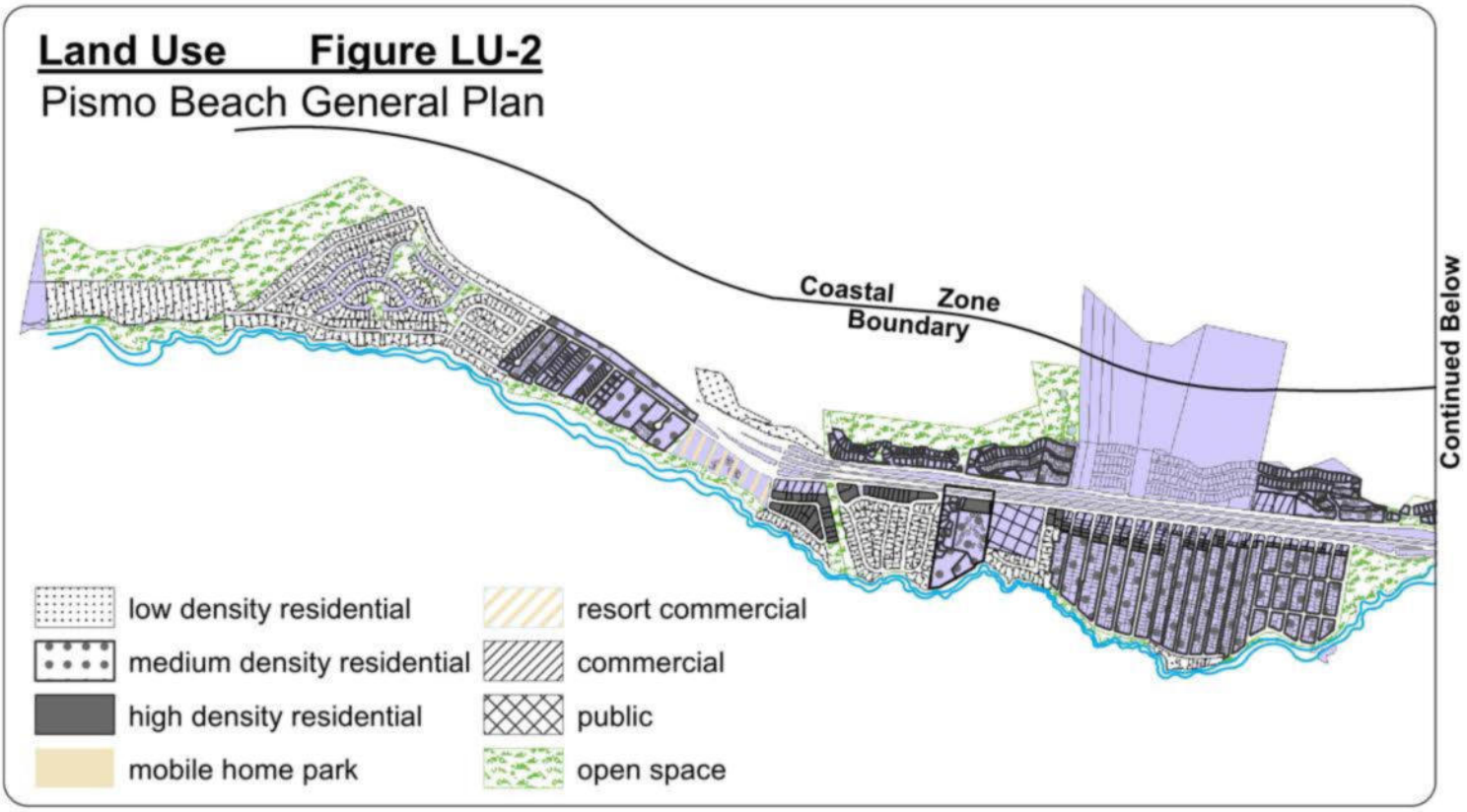
Some of the conservation areas within the City's Coastal Zone are considered environmentally sensitive habitat area (ESHA) (as identified by the coastal icon) and thus are afforded additional protection under the Coastal Act and therefore, this GP/LCP. ESHA is defined in the Coastal Act as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments" (Section 30107.5). ESHA designations are based on the presence of rare, sensitive, or especially valuable species or habitats.

Historically, the following types of habitats have generally been found to meet the definition of ESHA:

- Habitat areas that are rare or especially valuable from a local, regional, or statewide basis.
- Habitat areas that support plant or animal species designated or candidates for listing as rare, threatened, or endangered under State or Federal law.
- Habitat areas that support species designated as Fully Protected or Species of Special Concern

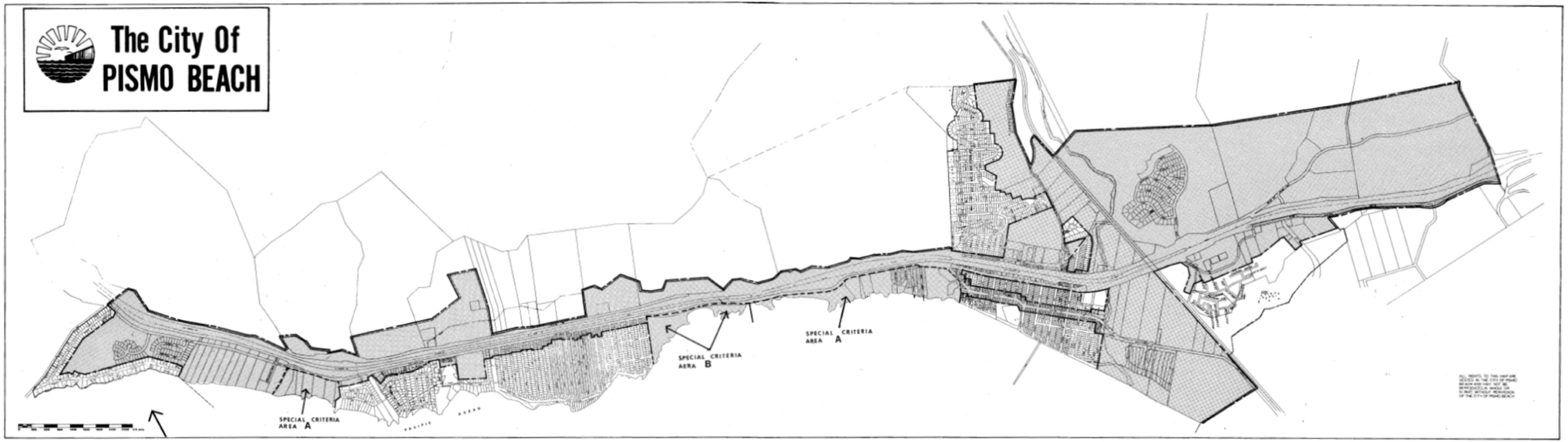
Land Use Figure LU-2

Pismo Beach General Plan





The City Of PISMO BEACH



V EFFECTIVE DATE Dec. 12, 1983

VIEW CONSIDERATIONS overlay zone

The City Of PISMO BEACH



HL EFFECTIVE DATE Dec. 12, 1983

HEIGHT LIMITATIONS overlay zone

It’s time to act on housing. Read an open letter from SLO County housing advocates ›

WE ALL KNOW WE HAVE A HOUSING PROBLEM. LET'S GET TO WORK.

An urgent call to approve and move on the housing our families, workforce, and economy desperately need

SLO COUNTY SUPERVISORS, MAYORS, COUNCILMEMBERS, PLANNING COMMISSIONERS, AND ALL INTERESTED IN CREATING MORE OPPORTUNITIES FOR HOUSING:

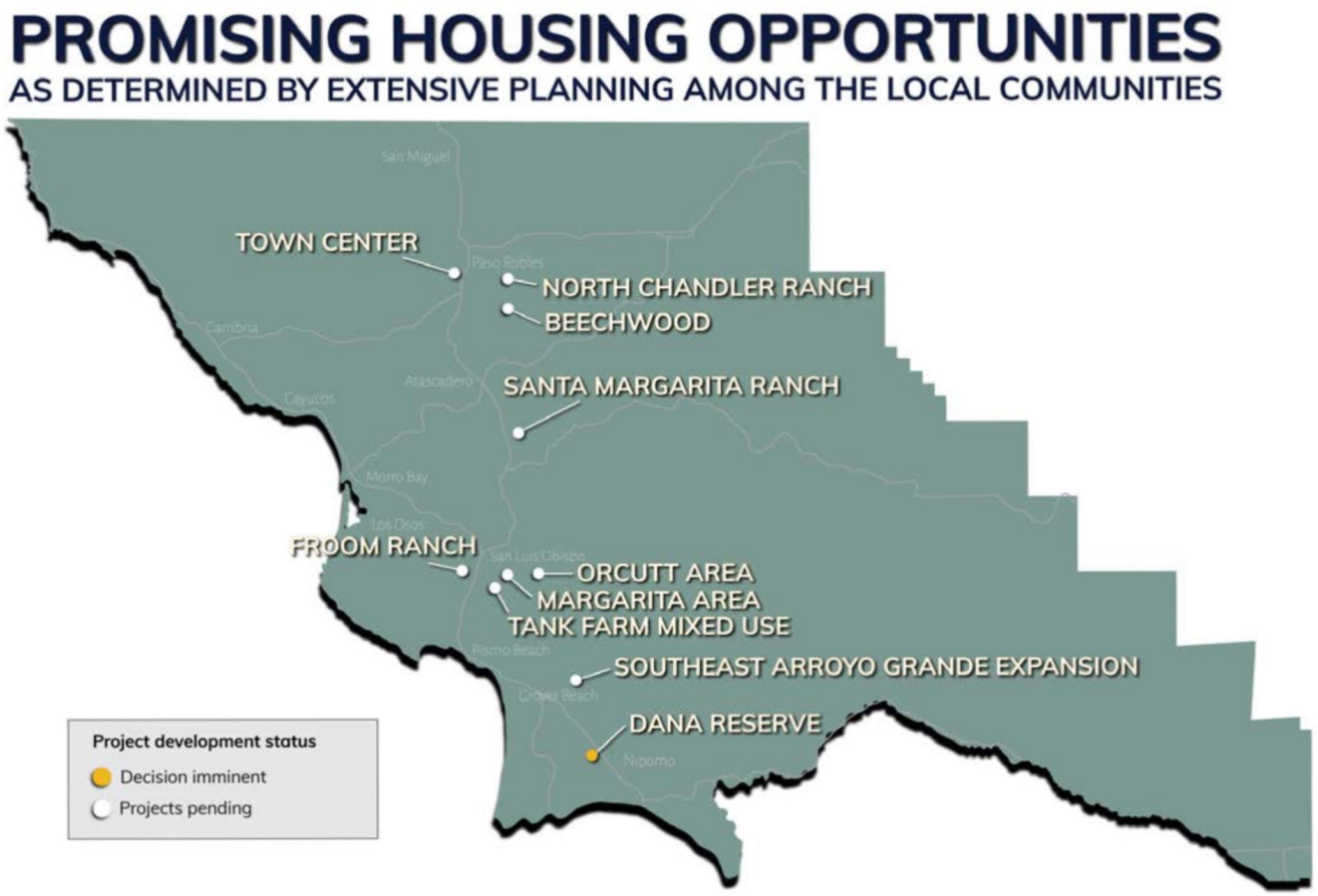
SLO County’s persistent housing shortage has become a fundamental threat to our community’s livelihood. Businesses can’t hire, workers can’t afford to live here, and our economy can’t sustain our way of life.

As members of the housing advocacy team and partners that supported development of the new Housing and Infrastructure Regional Framework, we believe that swift leadership to create more housing is an economic imperative.

We applaud the regional coordination of SLOCOG, the County and the seven cities in developing new strategies and tools to counteract the overwhelming challenges we face —

SEND FEEDBACK

and we urge you to take action now to approve and move forward on housing of all types and in all stages of development.



This map illustrates potential projects in SLO County where planning allows for over 200 units at the time of this letter. It is not all inclusive and is not meant to represent the totality of possible projects nor their timetables. Further information about projects can be seen below under the details of the Regional Housing Framework.

Decades of inaction have compounded the housing shortage and thwarted our ability to grow and thrive. As we look at our region's project pipeline it is essential that we resist the tendency to delay or deny the housing we need.

We must work urgently at every stage to build the homes and neighborhoods that our teachers, public servants, service workers, nurses and doctors, small business owners and beyond desperately need — moving projects through the planning pipeline more quickly and approving them without delay. Not in 2 years. Not in 5 years. Today.

IMMEDIATE OPPORTUNITY FOR PROGRESS

Before us right now and in the months ahead are housing projects such as the Dana Reserve

SEND FEEDBACK

in Nipomo, Margarita Area in SLO, and North Chandler Ranch in Paso Robles that will create homes for thousands of families and begin to bridge the huge housing gap straining every facet of our community and economy.

Regional planning shows potential to activate the creation of 15,714 homes and apartments across SLO County. And we have the foundation for action.

SLO County, the seven cities and SLOCOG set the stage with the 2020 Regional Compact, a shared commitment to developing the housing and infrastructure needed to support the economy. Earlier this year, more than 100 private and public sector stakeholders worked collaboratively over the course of 52 meetings to develop the next major milestone: the Housing and Infrastructure Regional Framework, a planning tool that aligns regional priorities around proposed projects and opportunities.

WHAT'S NEEDED NOW

We have the plan and tools to do the job. Each community has a role and responsibility, spanning the government leaders who are indispensable in making housing a reality to the community members needed to champion it. And region-wide collaboration will be essential to measure our progress, share best practices, and mobilize resources toward housing and supporting infrastructure.

Local government leaders should revisit policies such as density limits and parking requirements, streamline review processes and move on infrastructure projects to unlock longer-term housing opportunities.

Community members have a critical role to play in voicing support by showing up in the public square to ensure we collectively stay true to the north star of creating more housing that's attainable for our residents and supports our community's future.

We have the organizations and partners committed to supporting and advancing this vital community dialogue. We have a new framework and tools to leverage and a foundation of collaboration to channel our efforts efficiently and effectively.

The time is now. Let's respond with unity, urgency, and unwavering determination to secure a bright future for all.

Sincerely,

Ken Trigueiro **Scott Collins**

SEND FEEDBACK

President & CEO, People's Self-Help Housing

Jim Dantona
President & CEO, SLO Chamber of Commerce

Nick Rasmussen
Chief Executive Officer, Habitat for Humanity

Lindy Hatcher
Executive Director, Home Builders Association

Chuck Davison
President & CEO, Visit SLO CAL

Jocelyn Brennan
Government Affairs Director, San Luis Obispo County Realtors Region 31

Melissa James
President & CEO, REACH

Executive Director, Housing Authority of SLO

Jeff Eckles
CEO, San Luis Obispo Housing Trust Fund

Lenny Grant, BD&C Co-Chair
Co-Chair, Building Design + Construction council

Kathy McCorry
CEO, South County Chambers of Commerce

Krista Jeffries
Lead Organizer, SLO County YIMBY

Steve Delmartini
Broker, Housing Advocate

WHAT LOCAL BUSINESS LEADERS ARE SAYING

SEND FEEDBACK

**“Our ability to attract and retain talented physician
County is directly threatened by the housing crisis. Imr
able to recruit.”**

Sue Andersen
President & CEO, Marian Regional Medic

ABOUT THE HOUSING AND INFRASTRUCTURE FRAMEWORK

What is the the Housing and Infrastructure Framework?

Who was involved in the creation of the Framework?

What projects were identified in the Framework?

What are the main priorities to address to bring more housing?

SEND FEEDBACK

Why do we need a regional approach for housing and infrastructure?

What are the priority areas?

What successes have taken place so far?

What can the government do to support housing?

What we mean by "workforce housing"

How we got here

Economic growth not your thing? It's also quality of life

What infrastructure has to do with it

SEND FEEDBACK

January 5, 2024

Letter 7

Roger Jacobs, District Planning Chief
California Department of Parks and Recreation
Oceano Dunes District
340 James Way, Suite 270
Pismo Beach, CA 93449

City of Pismo Beach
Planning Department
760 Mattie Road
Pismo Beach, CA 93449

RE: Comments on City of Pismo Beach General Plan/Local Coastal Plan Update and Draft Environmental Impact Report

To whom it may concern,

The Department of Parks and Recreation, Oceano Dunes District (Parks) appreciates the opportunities to provide comments on the Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update and Associated Draft Program Environmental Impact Report (EIR) City of Pismo Beach General Plan/Local Coastal Program and Zoning Code Update State Clearinghouse No. 2021010158.

This is the (3rd) comment letter the Oceano Dunes District, CA State parks has provided to the City of Pismo Beach.

Dates on each comment letter below:

- February 14, 2022 (1st)
- December 22, 2022 (2nd)
- January 5, 2024 (3rd)

7-1

There are outstanding items that State Parks encourages The City of Pismo beach to consider before finalizing the General Plan and associated 'Elements'. This includes updates to the various elements and documents throughout the GP/LP, listed below.

Parks is a landowner of Pismo State Beach, which includes a parking lot at the western terminus of Addie Street, North Beach campground, Pismo Lake, the Pismo State Beach Monarch Butterfly Grove, and approximately 8 miles of state beach, of which the City of Pismo Beach manages approximately 1.25 miles through a Lease Agreement with the state.

Parks is a state agency with the mission, *To provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation*.

7-1 cont.

STATE PARK GENERAL ADMINISTRATIVE COMMENTS:

Administrative Comment (A)- Operating Agreement

The City of Pismo Beach operates portions of Pismo State Beach under an expired operating agreement. The agreement covers approximately 1 mile of sandy beach that forms the core attraction for most visitors to the city with most activities centered around the Pismo Pier. The land has two parking lots, two public restroom buildings, a lateral boardwalk, and other small improvements. State Parks does not own the pier or the land directly under the Pier.

State Parks recommends identifying this a priority within the City's General Plan to develop a new operating agreement that meets the needs of the City but also offers protection for the State Parks Department and is consistent with the Unit General Plan, Public Resource Code, and Department policies.

7-2

The City performs a full range of tasks on this land including building maintenance, parking area maintenance, housekeeping, trash service, and public safety (law enforcement and lifeguard services). The City will also hold special events like car shows, junior lifeguard activities, fun runs, and other organized events on the land. State Parks manages the beach south of this land and provides services to the public like natural resource management, lifeguard/public safety, and public outreach and education.

In the past State Parks has had concerns about aspects of the City's operation of the land. Some concerns have focused on improvements (permanent structures) that were not reviewed with the State in advance; coordination of lifeguard and public safety services; concerns about wildlife issues (stranded wildlife, poaching of Pismo Clam, leashed dog regulations); water quality from streets that drain to the beach/ocean; and general collaboration on activities.

In addition, there are a number of emerging issues that should be considered when renewing this agreement include:

7-3

- Sea Level Rise and coastal armoring
- Water Quality issues concerning trash and pollutants from adjacent streets and parking areas
- Changes in visitation and public use trends
- State Parks Habitat Conservation Plan and the need to manage areas for endangered species
- California Coastal Act policies
- The need for additional public facilities to meet new visitor needs (restrooms, showers, public changing areas, limited parking)
- State-wide policy changes and emerging legislation that guide local agency operating agreements

Comment: *State Parks recommends identifying this a goal and or priority within the City's General Plan/ LCP to develop a new operating agreement that meets the needs of the city but also offers protection for the State Parks Department and is consistent with the Unit General Plan. According to the city, the LCP contains the Coastal Element of the General Plan and provides the overall goals and policies that protect a City's coastal resources and is intended to implement the goals and policies in the City's Land Use Plan and includes sections of the City's Zoning Ordinance, and Specific Plans within the Coastal Zone. Therefore, State Parks recommends using the GP/LCP update as an opportunity to initiate the update of a new Operating Agreement to bring both the City of Pismo Beach and State Parks current and to adopt appropriate policies to manage these state-owned lands.*

7-3 cont.

OPEN SPACE ELEMENT REVIEW:

AUGUST 2023 REVISION:

State Parks Comment # 1:

Conservation and Open Space Element, Section 5. Conservation Areas, Environmentally Sensitive Habitat Area, page 12

Examples of ESHA in Pismo Beach include portions of Pismo State Beach, Pismo Lake, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat of the Pismo State Beach, and the Monarch Butterfly Grove. An important component of the combined GP/LCP is to ensure that ESHA is identified and protected in future development proposals consistent with Coastal Act requirements.

7-4

Comment: Incorrect naming of Pismo Marsh, Pismo Lake and Monarch Butterfly Grove. These are state-owned and operated property and recommend referencing accurately throughout the entirety of the document element.

The appropriate name of both the marsh and lake is: Pismo Lake Ecological Reserve

The appropriate name of Butterfly Grove is: Pismo State Beach Monarch Butterfly Grove

State Parks Comment # 2:

Conservation and Open Space Element, Section 7. Goals, Policies, and Actions, Action COS-3.2a. page 30:

Action COS-3.2a: Definition of ESHA. Environmentally Sensitive Habitat Area (ESHA) shall be defined as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. An area shall be considered ESHA if it fits this Coastal Act definition, and likely includes portions of Pismo State Beach, Pismo Lake, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat of the Pismo State Beach, and the Monarch Butterfly Grove.

7-5

Comment: Incorrect naming of Pismo Marsh, Pismo Lake and Monarch Butterfly Grove. These are state-owned and operated property and recommend referencing accurately throughout entirety of the document element.

The appropriate name of both the marsh and lake is: Pismo Lake Ecological Reserve

The appropriate name of Butterfly Grove is: Pismo State Beach Monarch Butterfly Grove

7-5 cont.

State Parks Comment # 3:

Conservation and Open Space Element, Section 7. Goals, Policies, and Actions, Policy COS-3.9 and Action COS-3.9a-3.9i, page 38-40:

Action COS-3.9d: Implement Habitat Objectives. Seek funding to implement the following objectives for the habitat value of Pismo Lake in coordination with applicable resource agencies:

Comment: State parks recommends that State Parks be referenced as the appropriate contact for any collaboration or future planning regarding Pismo Lake Ecological Reserve.

7-6

LAND USE ELEMENT REVIEW:

AUGUST 2023 REVISION:

State Parks Comment # 4:

Land Use Element, Section 3. Goals, Policies, and Actions, Action LU-15.2m, page p.62: Action LU-15.2m: Improved Pismo Marsh Sign. Create an improved Pismo Lake Ecological Preserve Marsh sign.

Comment: The State requests that any signage related to state owned and operated property be named and referenced appropriately, Pismo Lake Ecological Preserve. In addition, any proposed signage for this property be reviewed by State Parks, Oceano Dunes District.

7-7

State Parks Comment # 5 :

Land Use Element, Throughout, North Beach Campground, Butterfly Grove and Pismo Lake Ecological Preserve Land Use and Zoning

Comment: Change state property designation from OS- P to CR- C and OS-R

" The state owns and operates North Beach Campground, the Pismo State Beach Monarch Butterfly Grove, and Pismo Lake units and may, in the future, wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures which may conflict with this designation. The state recommends the City of Pismo Beach review the proposed open space land use designation and zoning for these properties to ensure compatibility of the state's existing and future recreational improvements with the City's designation."

•More specifically, the state requests that the City consider applying the Open Space Recreation Zone (OS-R) to these properties, which is intended for "areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected and used for recreational uses where compatible with those characteristics",

7-8

and for which the City's proposed zoning ordinance identifies parks and playgrounds as permitted uses. Further, the state notes that the North Beach Campground is a developed recreational resource which includes high priority coastal camping and RV facilities, which would not be considered a permitted use under the City's proposed land use and zone designation for this site.
•Accordingly, the state requests that the City consider applying the Commercial Recreation Zone, Coastal (CR-C) zone to this property, which is intended for "areas suitable for recreational vehicle parks and other visitor-serving uses". The state requests that the City consider only land use and zoning designation for the state's property which would not render existing uses legal, non-conforming.

7-8 cont.

State Parks Comment # 6:

Land Use Elements Action LU-8.2e: Permitted Development (in the areas zoned for public beach access or open space recreation) and associated zoning designations, and Conservation Open Space Element Action COS-3.2c-ESHA Buffers, Action COS-3.2d-Existing Development Within ESHA Buffers, Action COS-3.2h- Monarch Butterfly Habitat Protection, Action COS-3.7a-Streamside Protection Zone, Action COS-3.5d-Wetland Buffers, and Action COS-3.5e-Existing Development Within Wetlands Buffers

Comment: The state requests the City to consider the development limitations proposed to ensure these proposed actions do not prevent the ability of the state to maintain, improve and propose new State Parks recreational facilities within the city, where located and designed to avoid and minimize impacts to sensitive coastal resources to the maximum extent feasible.

7-9

In addition, the state requests the City to consider the development limitations proposed pursuant to Draft Safety Element Action 2.5b-Restrictions on Development Within the 100-Year Floodplain, Action 2.5c-Shoreline Setbacks, and Action 2.5d-Floodplain Zoning Standards to ensure these proposed actions do not prevent the ability of the state to maintain and improve existing State Parks recreational and operational facilities within the City as provided for in proposed Action LU-4.2l: Maintenance of Campgrounds and RV Parks. The state requests any proposed Projects, for those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with the state, in order to meet state policies, rules and regulations concerning sea level rise.

EIR REVIEW:

State Parks Comments and recommendations regarding the Environmental Impact Report (EIR), Clearinghouse No. 2021010158

Numbered (1 – 18) _ Various Elements

1. Draft EIR Section 2.4.4 General Plan Land Use Designations and Density

The state operates Pismo Lake, North Beach campground and the Pismo State Beach Monarch Butterfly Grove, units which are identified as Open Space. The state may in the future wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures and would like

7-10

to ensure such improvements would not potentially be inconsistent with the requirements of this designation. The state recommends the City of Pismo Beach review this land use designation to ensure compatibility of the state's existing and future recreational improvements with the City's designation. Pismo Coast Village RV Resort (PCV) and North Beach campground (NB) both operate campgrounds to support a recreational vehicle (RV) camping experience. PCV is designated as resort commercial, and NB is designated as open space. The state recommends reviewing this disparate designation for consistent application. Given the developed, recreational use of NB campground, the state recommends the City consider a Resort Commercial land use and Commercial Recreation zoning designation.

7-10 cont.

2. Draft EIR Section 3.2.4 Natural Setting and Section 4.3.1.c. Biological Resources Setting (page 3-2)

The state recommends removing Oceano Dunes State Vehicular Recreation Area (ODSVRA) from their environmentally sensitive habitat area designations as this area is not within city of Pismo Beach GP/LCP responsibility areas. Correspondingly, the state recommends removing reference to the ODSVRA from the Draft Conservation Open Space Element, Environmentally Sensitive Habitat Area description and page 12, and in proposed Action COS-3.2a.

7-11

3. Draft EIR Section 4.2.3 Air Quality Impact Analysis, Table 4.2-6, Policy CIR-4.1.20 and CIR-4.1.40 (page 4.2-13)

The state recommends the City of Pismo Beach to consult with the state on any planned improvements to state property within the GP/LCP Project area (i.e., Addie Street). Correspondingly, the state recommends this change to the Draft Circulation Element Policies CIR-4.1.20 and CIR-4.1.40.

7-12

4. Draft EIR Section 4.2.3 Air Quality Impact Analysis, Action COS-1.1c (page 4.2-21)

The state recommends the City of Pismo Beach to consult with the state on any planned improvements to state property within the GP/LCP Project area (i.e., Addie Street). Correspondingly, the state recommends this change to the Draft Conservation Open Space Element Action COS-1.1c.

5. Draft EIR Section 4.3.1.d Biological Resources Setting, Special Status Species (page 4.3-12)

The City of Pismo Beach recognizes special status species that are known or have potential to occur and list Western snowy plover (Charadrius nivosus nivosus) as one such species. The state would request the city to include Western snowy plover within their Special Status Wildlife Species, Appendix G, Table G-2 as one such species.

7-13

6. Draft EIR Section 4.3.3 Biological Resources Impact Analysis, Policy COS-3.2 Environmentally Sensitive Habitat Area (page 4.3-22)

The state recognizes the importance of protecting significant natural and cultural resources and will manage and/or design any state projects on state lands consistent with state rules, regulations and policies. Please see additional comments regarding Environmentally Sensitive Habitat, wetland and stream resources and buffers under Comment #11, below.

7-14

7. Draft EIR Section 4.3.3 Biological Resources Impact Analysis (page 4.3-33)

The state continues to pursue a final Habitat Conservation Plan (HCP) for Oceano Dunes District (Parks), including those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement. Upon an approved Parks HCP, all portions of Pismo State Beach, including those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, shall comply with HCP conditions as approved. 7-15

8. Draft EIR Section 4.4 Cultural and Tribal Resources

The state requests any proposed Projects, for those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with state, in order to meet state policies, rules and regulations concerning sensitive tribal and cultural resources. 7-16
The state would also request notification of any proposed Projects on city property which have potential to impact known cultural resources with boundaries that abut and/or overlap onto state property.

9. Draft EIR Section 4.4.1.d Cultural and Tribal Resources Setting, Previously Identified Cultural Resources (page 4.4-4)

The state recommends environmental, or planning documents should not contain information about the location of Native American archaeological resources, sacred sites, or other tribal and cultural resources. 7-17
The state recommends all archaeological or other cultural resources be considered important or significant until formal evaluation for California Register of Historical Resources and/or National Register of Historic Places occurs and indicates otherwise.

10. Draft EIR Section 4.9.1.e, Hydrology/Water Quality Setting, Sea Level Rise (page 4.9-12)

The state requests any proposed Projects, for those portions of Pismo State Beach operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with state, in order to meet state policies, rules and regulations concerning sea level rise. In addition, the state requests the City to consider the development limitations proposed pursuant to Draft Safety Element Action 2.5b-Restrictions on Development Within the 100-Year Floodplain, Action 2.5c-Shoreline Setbacks, and Action 2.5d-Floodplain Zoning Standards to ensure these proposed actions do not prevent the ability of the state to maintain and improve existing State Parks recreational and operational facilities within the City as provided for in proposed Action LU-4.2l: Maintenance of Campgrounds and RV Parks. 7-18

11. Draft EIR Section 4.10 Land Use and Planning

The state operates Pismo Lake, North Beach campground and the Pismo State Beach Monarch Butterfly Grove, units which are identified as Open Space. The state may in the future wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures which may conflict with this designation. The state recommends the City of Pismo Beach review this land use designation to ensure compatibility of the state's existing and future recreational improvements with the City's designation. 7-19

In addition, the state requests the City to consider the development limitations proposed pursuant to Draft Land Use Elements Action LU-8.2e: Permitted Development (in the areas

zoned for public beach access or open space recreation) and associated zoning designations, and Draft Conservation Open Space Element Action COS-3.2c-ESHA Buffers, Action COS-3.2d-Existing Development Within ESHA Buffers, Action COS-3.2h-Monarch Butterfly Habitat Protection, Action COS-3.7a-Streamside Protection Zone, Action COS-3.5d-Wetland Buffers, and Action COS-3.5e-Existing Development Within Wetlands Buffers to ensure these proposed actions do not prevent the ability of the state to maintain, improve and propose new State Parks recreational facilities within the City, where located and designed to avoid and minimize impacts to sensitive coastal resources to the maximum extent feasible.

7-19 cont.

12. Draft EIR Section 4.13.1.e, Public Services and Recreation Setting, Parks, Recreation, and Open Space (page 4.13-4), and Policy COS-3.9 Pismo Creek Marsh (page 4.13-14)

The Draft EIR describes “resource-based open space” as lands “primarily managed to protect and preserve natural resources while providing scenic and passive uses for residents and visitors” and as “generally unimproved areas that preserve open space, such as environmentally sensitive habitat areas. Figure 4.13.1 indicates that Pismo Lake, NB campground and the Pismo State Beach Monarch Butterfly Grove are mapped resource-based open space. However, as noted herein, given the developed recreational use of NB campground and potential future plans to improve public access amenities for Pismo State Beach Monarch Butterfly Grove (including visitor parking and restrooms as provided for in proposed Action COS-3.2h.e, Monarch Butterfly Habitat Protection), the state recommends the City consider if the proposed resource-based open space designated for NB campground and Pismo State Monarch Beach Butterfly Grove is appropriate.

7-20

In addition, Pismo Lake (i.e. Pismo Creek Marsh) is owned and managed by the Department of Parks and Recreation and is known by the retained name of the Pismo Lake Ecological Preserve. The state may in the future wish to reclassify this unit consistent with Department of Parks and Recreation unit designation and/or improve public access to this area consistent with such designation. Correspondingly, the state recommends proposed Policy COS-3.9: Pismo Marsh Protection and its associated Actions be revised to reflect the correct ownership of the land and to ensure the Department of Parks and Recreation is consulted with regards to any proposed project design, mitigation measures and/or habitat resource protection program potentially affect the property.

13. Draft EIR Appendix C- Conservation and Open Space Fact Sheet

Pismo Creek Marsh is identified in Figure CO-1 and pg. 23/520 and is listed as owned and managed by the California Department of Fish and Wildlife. This property is owned and managed by the Department of Parks and Recreation and is known by the retained name of the Pismo Lake Ecological Preserve. The state requests the City to correct the identified ownership for this property throughout the Draft EIR and updated LCP Elements.

7-21

14. Draft EIR Appendix C- Conservation and Open Space Fact Sheet- Figure CO-2

pg. 25/520. The state operates Pismo Lake, North Beach campground and the Pismo State Beach Monarch Butterfly Grove, units which are identified as Open Space. The state may in the future wish to improve and develop these areas to improve and enhance visitor services, to improve public access, and to improve natural resource protection measures which may conflict with this designation. The state recommends the City of Pismo Beach

7-22

review this land use designation to ensure compatibility of the state's existing and future recreational improvements with the City's designation. 7-22 cont.

15. Draft EIR Appendix D- Land Use Fact Sheet- Figure LU-5

pg. 47/520. The state identified that the City of Pismo Beach incorrectly identified a state-owned parking lot as being a city-owned parking lot (Addie Street). 7-23

16. Draft EIR Appendix D- Public Access and Recreation Facilities

pg. 48/520. The state identified that the City of Pismo Beach incorrectly identified, "*The City owns four parking lots within walking distance to the coast, two of which are directly adjacent to the beach.*" A state-owned parking lot is incorrectly identified as being city-owned (Addie Street).

17. Draft EIR Appendix K- *Citywide Transportation Model and Circulation Study*

pg. 416/520. The state recognizes the importance the state property identified as Addie Street parking lot, provides to the City of Pismo Beach, its citizenry and visitors by providing parking and public access. 7-24

18. Draft EIR Appendix K- *Citywide Transportation Model and Circulation Study*

pg. 511/520. Bullet 6.e.- The state requests any proposed Projects, for those portions of state property operated by the City of Pismo Beach under a Lease Agreement, be discussed in advance with state, in order to meet state policies, rules and regulations. 7-25

END OF EIR REVIEW

Thank you,

Roger Jacobs

Roger Jacobs

District Planning Chief
California Department of Parks and Recreation
Oceano Dunes District
Email: roger.jacobs@parks.ca.gov
Cell: 805-904-4018

CC:

Kevin Pearce, Acting District Superintendent
Ronnie Glick, Supervising Environmental Scientist
Jeff Findlay, District Maintenance Chief
Danielle Bronson, Interpretation and Cultural Manager
Casey Dakin, Administrative Chief
Jennifer Holiday, District Planning Analyst

EXHIBITS:

EXHIBIT A

ADDIE STREET PARKING LOT OWNERSHIP, COUNTY PARCEL REPORT

Owner- State of California

a. 110 Park Avenue, Pismo Beach, CA

EXHIBIT B

EXPIRED OPERATING AGREEMENT- CITY OF PISMO BEACH

b. Executed May 7, 1951
   Expired Circa May 7, 2001,

Department of Planning & Building

Parcel Report

APN: 005-162-013

Parcel Information

APN: 005-162-013

Owner Address:
707 3RD ST 5TH FL WEST SACRAMENTO
CA 95605

Site Address:
00110 PARK ST

Description: 000.91AC RECREATION

Tax Rate Area Code: 004001

Estimated Acres: 1.43

Community Code: PISB

Supervisor District: Supdist 3

Average Percent Slope: 4



Selected Parcel

Land Use Information

Land Uses	Combining Designations
CITY	Flood Hazard Area Coastal Zone



Parcel location within San Luis Obispo County

Permit Information

Permit	Description	Application Date

Addresses on this Property

Recorded Ownership Documents

Parcel History

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated:
1/9/2024 3:55:17 PM

Assessor street address- 110 Park Street
SLO County Parcel- 005-162-013
County Land Use property information here.
Parcel Report attached as reference.

EXHIBIT B- EXPIRED LEASE AGREEEMENT

20

LEASE AGREEMENT

20

(Administration and control of certain State Beach Areas for purposes of State Park System, for 50-yr. period)

******

THIS AGREEMENT made in triplicate and entered into this 7th day of May, 1951, by and between the STATE OF CALIFORNIA, acting by and through the STATE PARK COMMISSION, of the State of California, hereinafter designated "STATE" and CITY OF PISMO BEACH, hereinafter designated "CITY."

W I T N E S S E T H :

WHEREAS, State has heretofore acquired for park, playground, and recreational purposes certain real properties consisting of beach frontage on the Pacific Ocean, in the County of San Luis Obispo, which real properties are hereinafter more particularly identified; and,

WHEREAS, said properties are under the jurisdiction and control of State; and,

WHEREAS, State is authorized pursuant to the provisions of Section 5007 of the Public Resources Code, to enter into agreements with cities, counties, and other political subdivisions of the State for the care, maintenance, and control, for the purposes of the State Park System, by either party to such contract, of lands under the jurisdiction of the other party to such contract, and to provide for the expenses of such care, maintenance, and control to be paid from the general fund of such city, county or other political subdivision, or from the funds of State, as the case may be; and,

WHEREAS, it is the judgment of the parties hereto that a more advantageous public use, care, maintenance, and control of said real properties hereinafter identified, for the purposes of

the State Park System, will be had and obtained if said real property is maintained and developed for playground, recreational, and beach park use, and to that end that the use, care, maintenance, and control of said real property, for the purposes of the State Park System, be placed under the jurisdiction of City;

NOW, THEREFORE, in consideration of the mutual covenants hereinafter contained, the parties hereto agree as follows, to wit:

I.

That City shall have, for a period of fifty (50) years from date hereof, the care, maintenance, and control of the real properties hereinafter identified, for the purposes of the State Park System, and to that end and during said period of years, City is hereby given jurisdiction and control of said properties for the purposes of developing, maintaining, controlling, using, and operating the same for playground, recreational, and beach park purposes; and that during said period City shall pay all the costs of developing, maintaining, controlling, using, and operating said beach properties for said purposes, and the State shall not, during said period, be called upon or be liable for the cost of said development, maintenance, control, use, or operation.

Notwithstanding anything herein contained to the contrary, this agreement may be terminated and the provisions of this agreement may be altered, changed, or amended, by mutual consent of the parties hereto.

II.

While this lease agreement is in force and effect, said properties shall at all times be accessible and subject to the use and enjoyment of all citizens of the State of California, and all other persons entitled to use and enjoy the same, subject, however, in the matter of such use and enjoyment, to the jurisdiction of City in conformity with this lease agreement. In this

respect City is hereby authorized to grant such concessions of special benefit to the public using said beach areas to the end that greater use and enjoyment thereof will be derived. Such concession agreements shall be submitted to and receive the approval of the State Park Commission prior to the effective date thereof. The rights of the public to the use and enjoyment of said beach areas shall thereupon become subject to such concession agreements or to such rules or regulations as may be promulgated by City for the use and enjoyment of such areas. Any such rules promulgated by City shall conform to and be consistent with the rules and regulations promulgated by the said State Park Commission and generally applicable to the State Park System. The properties hereinafter identified shall not be used for any other purpose than the purposes herein enumerated.

III.

City shall maintain and keep in good order and repair any and all buildings or other structures that are now located on said beach premises or that may hereafter be constructed thereon. In connection with such buildings or structures as are now located on said beach premises, it is understood and agreed that any liability which may arise or be adjudged, decreed, or declared, shall be assumed by City if such liability should arise or grow out of neglect and failure of City to keep said structures in proper condition and repair.

IV.

City may, subject to the approval of the State Park Commission, grant concessions in or upon said State Park areas consistent with the use thereof for park and playground purposes, such concessions to be primarily for the benefits and enjoyment of the public using said beach park areas and not for the profit or revenue purposes to City. If any profit is derived therefrom, such profit or the profits from other charges for special

services or accommodations collected by City shall be paid into the treasury of City. It is agreed and understood between the parties hereto that any such charges, fees, or collections made by City for services, benefits, or accommodations to the general public in connection with the operation, control, care, and management of said State beach areas shall be limited as far as practicable to actual needs for maintenance, safety, sanitation, and bodily comfort, and that commercialization for profit shall not be engaged in by City.

V.

It is further agreed and understood between the parties hereto that any development, beach erosion, control or protection work which may be undertaken by the State or the United States of America, along or on said State beach areas, in the manner provided by law or under the rules of the State Park Commission, shall not, in any way, be construed as constituting a termination of this lease agreement or in any way affecting the same.

State shall have the right to enter into agreements for such work during the term hereof and to go upon said beach parks or to authorize any person, firm, or corporation to go upon the same for the purpose of such construction, beach erosion, protection, or control work, or the doing of other public work for the improvement or development of said State beach areas.

VI.

It is further agreed that any and all development, construction, or improvement other than the above mentioned shall be under the supervision, control, and subject to the approval of, State.

VII.

It is further agreed by and between the parties hereto that the books, records, and accounts applying to the operation of

said beaches kept by City shall always be open for audit and inspection by State.

Upon the termination of this lease agreement all improvements and other installations shall be the property of the State of California, and City shall not be entitled to any reimbursement for payment for any work, labor, or material placed in or upon properties.

VIII.

It is understood that the State intends to acquire additional real property suitable for operation by the City under this lease-agreement and that the parties hereto may from time to time and by mutual consent (to be evidenced by an amendment executed by said parties) amend this agreement to provide for the inclusion of such other real property within the terms hereof.

IX.

The real property owned by State, the control, jurisdiction, care, and maintenance of which is by this lease agreement given over to City, is identified as follows:

9 ✓ Deed from Larry F. Coe recorded on November 27, 1950, in Book 587, Page 501 of Official Records, Records of San Luis Obispo County, California. (H)

Deed from William W. Kerrick, Lawrence M. Kerrick, Larry F. Coe and Betty Coe to the State of California dated January 25, 1951. (F)(L)

Deed from Claire D. Franklin to the State of California, dated January 12, 1951. (J)

10 ✓ Deed from R. C. Itjen, a widower, to the State of California dated January 17, 1951. (I)

Deed from Herbert P. Sears and Bessy V. Sears to the State of California dated January 29, 1951. (K)

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized on the day, month, and year first above written.

STATE OF CALIFORNIA
By and Through Its
STATE PARK COMMISSION

By J. R. Knowland
J. R. Knowland, Chairman

ATTEST:

Executive Secretary

APPROVED:

Director of Natural Resources

APPROVED:

Deputy Director-Comptroller

Director of Finance

CITY OF PISMO BEACH

By H. E. Boozinger
Mayor

ATTEST:

City Clerk

DEPARTMENT OF FINANCE
APPROVED
JUN 18 1951
JAMES S. DEAN, Director
By
Administrative Adviser

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized on the day, month, and year first above written.

STATE OF CALIFORNIA
By and Through Its
STATE PARK COMMISSION

By J. R. Knowland
J. R. Knowland, Chairman

ATTEST:

Executive Secretary

APPROVED:

Director of Natural Resources

APPROVED:

Deputy Director-Comptroller

Director of Finance

CITY OF PISMO BEACH

By H. E. Boozinger
Mayor

ATTEST:

City Clerk

DEPARTMENT OF FINANCE
APPROVED
JUN 18 1951
JAMES S. DEAN, Director
By
Administrative Adviser

EXCERPT FROM THE
MINUTES OF THE MEETING
OF THE CALIFORNIA STATE PARK COMMISSION
San Francisco, California
May 4, 1951

SAN LUIS OBISPO COUNTY MASTER PLAN. Lands Officer Hennessey asked the adoption of a resolution approving the fifty year operating agreement between the City of Pismo Beach and the State of California covering properties acquired for park purposes situated within said City of Pismo Beach. He stated that the agreement is the standard form previously approved by the Department of Finance and has received the approval of and has been executed by the City of Pismo Beach. It was moved by Commissioner Waldner that the following resolution be adopted:

WHEREAS, the City of Pismo Beach has entered into a certain fifty (50) year operating agreement with the State of California covering the use, care and maintenance of properties in the City of Pismo Beach and vicinity, acquired by the State of California; now, therefore,

BE IT RESOLVED that the certain fifty (50) year operating agreement by and between the State of California and the City of Pismo Beach covering the use, care and maintenance of those certain parcels of land in the City of Pismo Beach acquired by

the State be, and the same is hereby approved by this Commission and its Chairman and Secretary are hereby authorized to execute said fifty (50) year operating agreement.

Seconded by Commissioner Kasch. ROLL CALL -- AYES: Waldner, Kasch and Knowland. NOES: None. ABSENT: Scott and Carrillo.

oOo oOo oOo

I, J. H. Covington, Executive Secretary of the State Park Commission of the State of California, do hereby certify that the foregoing resolution was adopted by the majority vote of the members of the State Park Commission at a meeting held pursuant to due and legal notice to the members thereof at San Francisco, California, May 4, 1951.

J. H. Covington
Executive Secretary of the State Park Commission of the State of California

H. E. BOOSINGER, Mayor ELIZABETH JATTA, Clerk LILLIAN SIMMONS, Treasurer RICHARD HARRIS, Attorney

COUNCIL MEETS FIRST MONDAY OF EVERY MONTH

CITY OF PISMO BEACH, CALIFORNIA

INCORPORATED APRIL 25, 1946

RESOLUTION NO. 129

BE IT RESOLVED by the City Council of the City of Pismo Beach that the said City Council enter into a Lease Agreement with the State of California by and through it's Park Commission for the Administration and Control of certain State Beach Areas for purposes of State Park System for fifty year period;

BE IT FURTHER RESOLVED that the Mayor and the City Clerk be and are hereby authorized to sign such Lease Agreement.

On motion of Councilman, Anton Doko, seconded by Councilman Floyd C. Jones, and on the following roll call vote, to-wit:

Ayes: H. E. Boosinger
Alexander C.H.Chamberlin
Anton Doko
Floyd C. Jones

Noes: None

Absent: Harry P. Norman

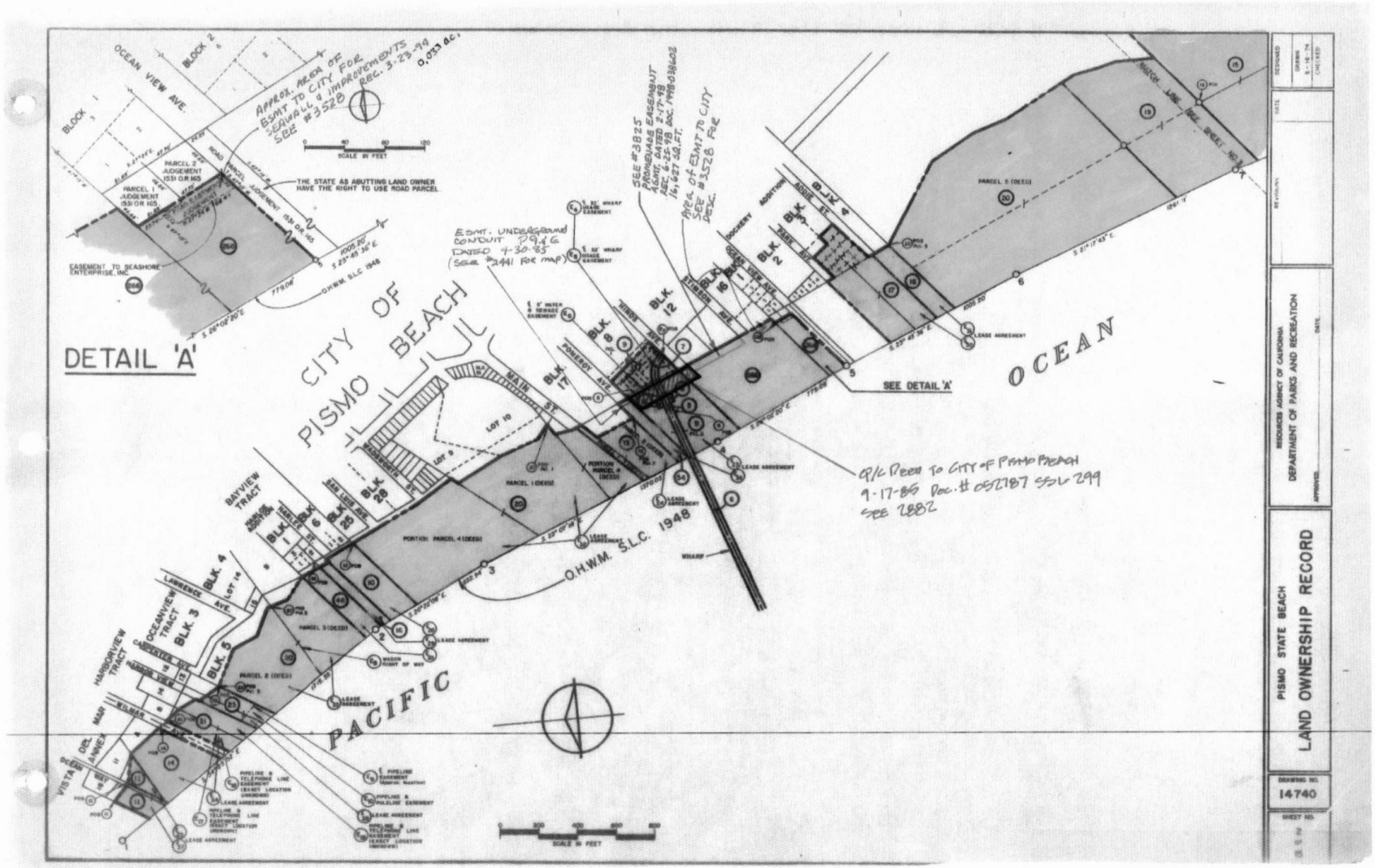
the foregoing resolution is adopted this 11th day of April, 1951.

H. E. Boosinger
Mayor of the City of Pismo Beach

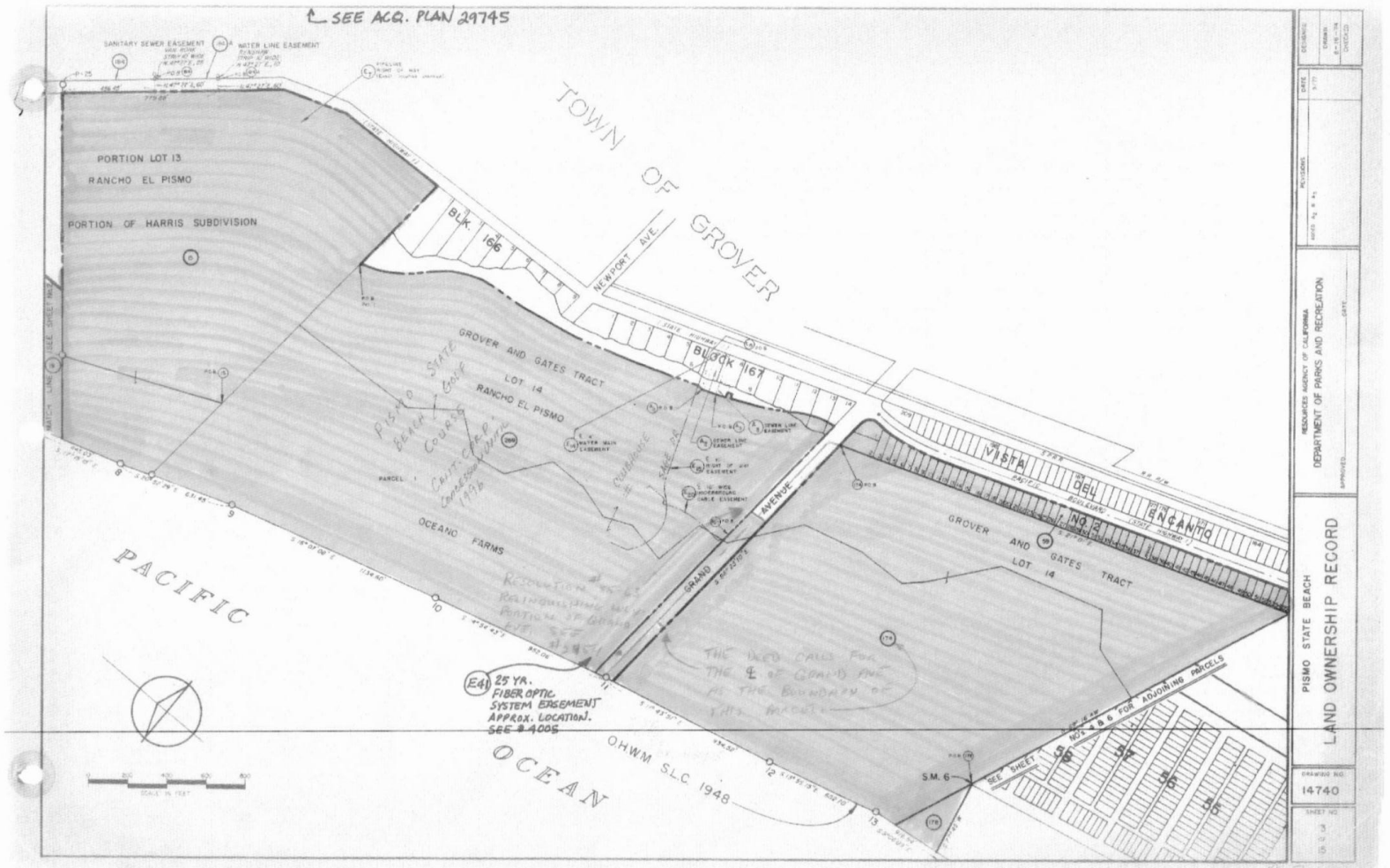
ATTEST: Elizabeth Jatta
City Clerk

I hereby certify that the foregoing resolution was duly and regularly passed by the City Council of the City of Pismo Beach at an adjourned meeting thereof held April 11, 1951.

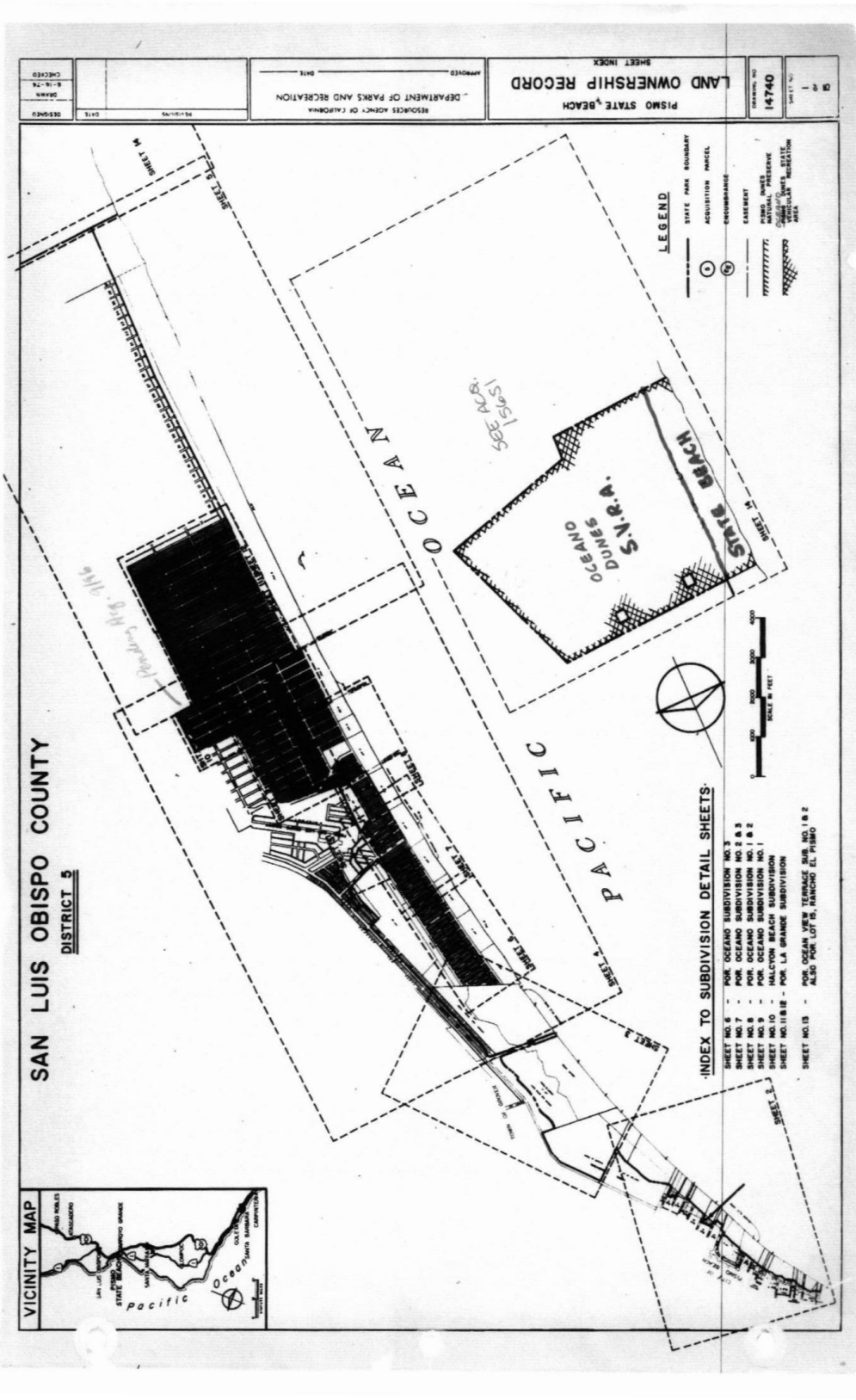
Elizabeth Jatta
City Clerk



DETAIL 'A'
CITY OF PISMO BEACH
PACIFIC OCEAN
O.H.W.M. S.L.C. 1948
APPROX. AREA OF ESMT TO CITY FOR SEAWALL & IMPROVEMENTS SEE #3528 REC. 3-23-94
THE STATE AS ABUTTING LAND OWNER HAVE THE RIGHT TO USE ROAD PARCEL
EASEMENT TO SEASHORE ENTERPRISE, INC.
ESMT. UNDERGROUND CONDUIT P9 & G DATED 4-30-85 (SEE #2441 FOR MAP)
SEE #3825 PROMENADE EASEMENT ASMT. DATED 2-17-98 REC. 6-25-98 DOC. 1998-038602 16,627 SQ.FT.
AREA OF ESMT TO CITY SEE #3528 FOR DESC.
Q/C DEED TO CITY OF PISMO BEACH 9-17-85 DOC. # 052787 SSL-299 SEE 2882
SEE DETAIL 'A'
PARCEL 1 (DEED)
PARCEL 2 (DEED)
PARCEL 3 (DEED)
PARCEL 5 (DEED)
PORTION PARCEL 4 (DEED)
BAYVIEW TRACT
OCEANVIEW TRACT
HARBORVIEW TRACT
VISTA DEL MAR ANNEX
OCEAN VIEW AVE.
MAIN ST.
SCALE IN FEET
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
PISMO STATE BEACH
LAND OWNERSHIP RECORD
DRAWING NO.
14740
SHEET NO.



SEE ACQ. PLAN 29745
SANITARY SEWER EASEMENT
WATER LINE EASEMENT
TOWN OF GROVER
PORTION LOT 13
RANCHO EL PISMO
PORTION OF HARRIS SUBDIVISION
BLK. 166
NEWPORT AVE.
BLOCK 167
GROVER AND GATES TRACT
LOT 14
RANCHO EL PISMO
PISMO STATE BEACH GOLF COURSE
OCEANO FARMS
VISTA DEL ENCANTO NO. 2
GROVER AND GATES TRACT
LOT 14
GRAND AVENUE
PACIFIC
OCEAN
E41 25 YR. FIBER OPTIC SYSTEM EASEMENT APPROX. LOCATION. SEE #4005
THE DEED CALLS FOR THE ℄ OF GRAND AVE AS THE BOUNDARY OF THIS PARCEL
O.H.W.M. S.L.C. 1948
S.M. 6
SEE SHEET NO. 4 & 6 FOR ADJOINING PARCELS
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
PISMO STATE BEACH
LAND OWNERSHIP RECORD
DRAWING NO. 14740
SHEET NO. 3 of 15



END OF EXHIBIT B