

Appendix E-1

Air Quality Emissions Study



2101 N. Fremont Street Hotel Project

Air Quality Emissions Study

prepared for

Arris Studio Architects

1221 SW Yamhill Street, Suite 300

Portland, Oregon 97205

Contact: Adriana Cook

prepared by

Rincon Consultants, Inc.

437 Figueroa Street, Suite 203

Monterey, California 93940

October 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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1 Project Description

1.1 Introduction

This study analyzes the potential air quality impacts of the proposed 2101 N. Fremont Street Hotel Project (project or proposed project) located at 2101 N. Fremont Street in the City of Monterey, Monterey County, California. Rincon Consultants, Inc. (Rincon) prepared this study for Arris Studio Architects (applicant) for use in support of environmental documentation being prepared for the City of Monterey for the project pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project's air quality impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1.

Table 1 Summary of Impacts

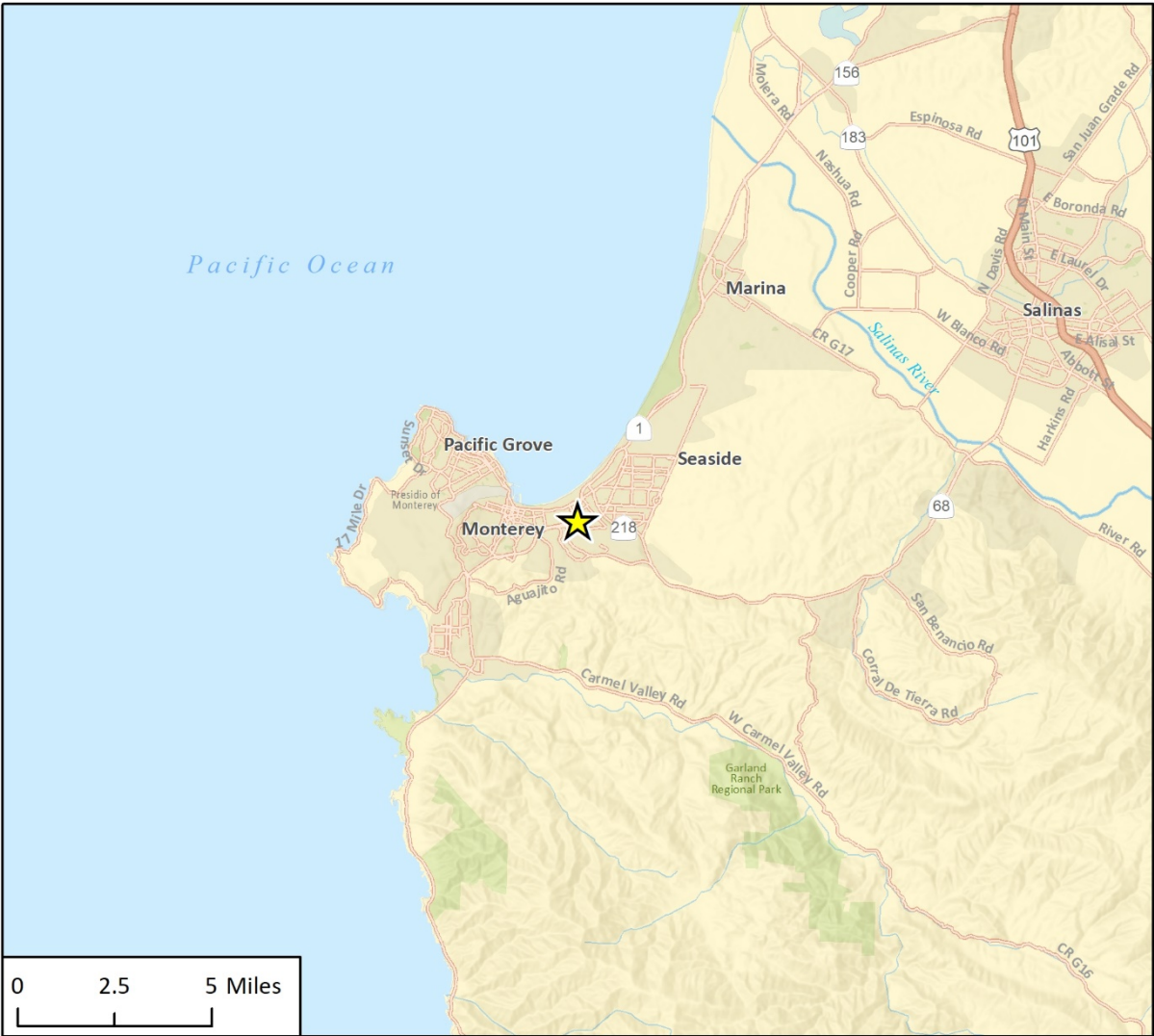
Impact Statement	Proposed Project's Level of Significance	Applicable Recommendations
Air Quality		
Would the project conflict with or obstruct implementation of the applicable air quality plan?	No Impact	None
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Less than significant impact	None
Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	None
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant impact	None

1.2 Project Summary

1.2.1 Project Location

The project site is located in the eastern portion of the City of Monterey in Monterey County, and consists of a 0.58-acre parcel (Assessor's Parcel Number [APN] 013-112-045-000) located on the northeast corner of North Fremont Street and Casa Verde Way, at 2101 N. Fremont Street. The project site is bordered by multi-family residential development to the north and commercial development to the east and south as well as commercial and multi-family residential development to the west. The project site is fully developed and currently contains a hotel and vacant restaurant. The site is within the North Fremont Specific Plan and the parcel is zoned as Visitor Accommodation Facility (VAF). Figure 1 shows the project site's regional location and Figure 2 shows an aerial view of the project site and surrounding area.

Figure 1 Regional Location



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★ Project Location

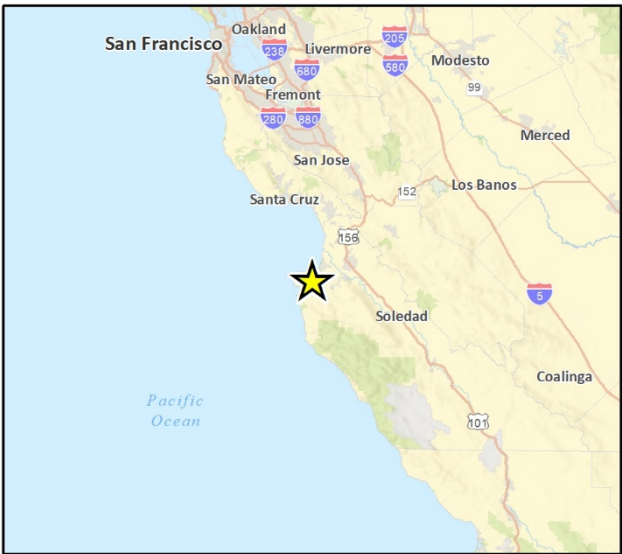
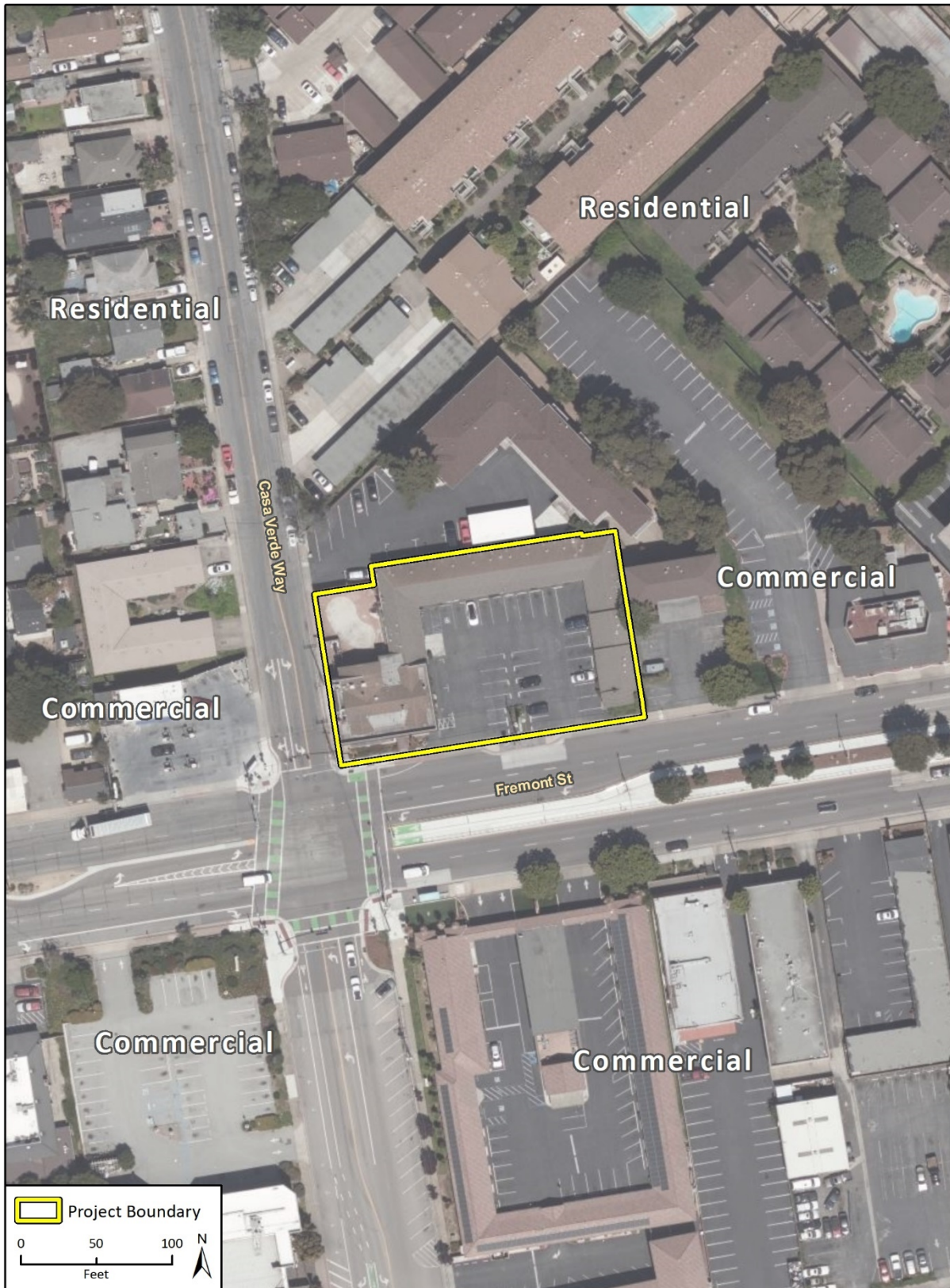


Fig 1 Regional Location

Figure 2 Project Site



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2 Project Site

1.2.2 Project Description

This proposed project would involve the demolition of an existing one-story, 18 guest room hotel and restaurant and the construction of a new three-story, 42 guest room branded hotel. The site would include surface parking in the rear of the site and two parking spaces under the building. The project would have two main entrance lobbies, one off of North Fremont Street and the other off of Casa Verde Way. A partial basement would be used to accommodate an accessible entry and to keep the parking lot in the rear of the site.

The applicant is seeking a conditional use permit for the use of a hotel, a variance to reduce the number of required parking spaces, and a variance to reduce the North Fremont Street setback from the required 10 feet to the proposed six feet. Please see Figure 3 for the project site plan.

1.2.3 Construction

Project construction is expected to commence in January 2022 with full buildout completed by May 2023. Site preparation and demolition would occur in January 2022, followed by grading which is scheduled to start in February 2022 and last approximately four months. The project would require the export of approximately 1,010 cubic yards of material from the site during grading. Building construction would begin in May 2022 and last a year. Asphalt paving and architectural coating would occur concurrently throughout the construction process and would begin in January 2023 and November 2022, respectively. A construction schedule is provided in Table 2.

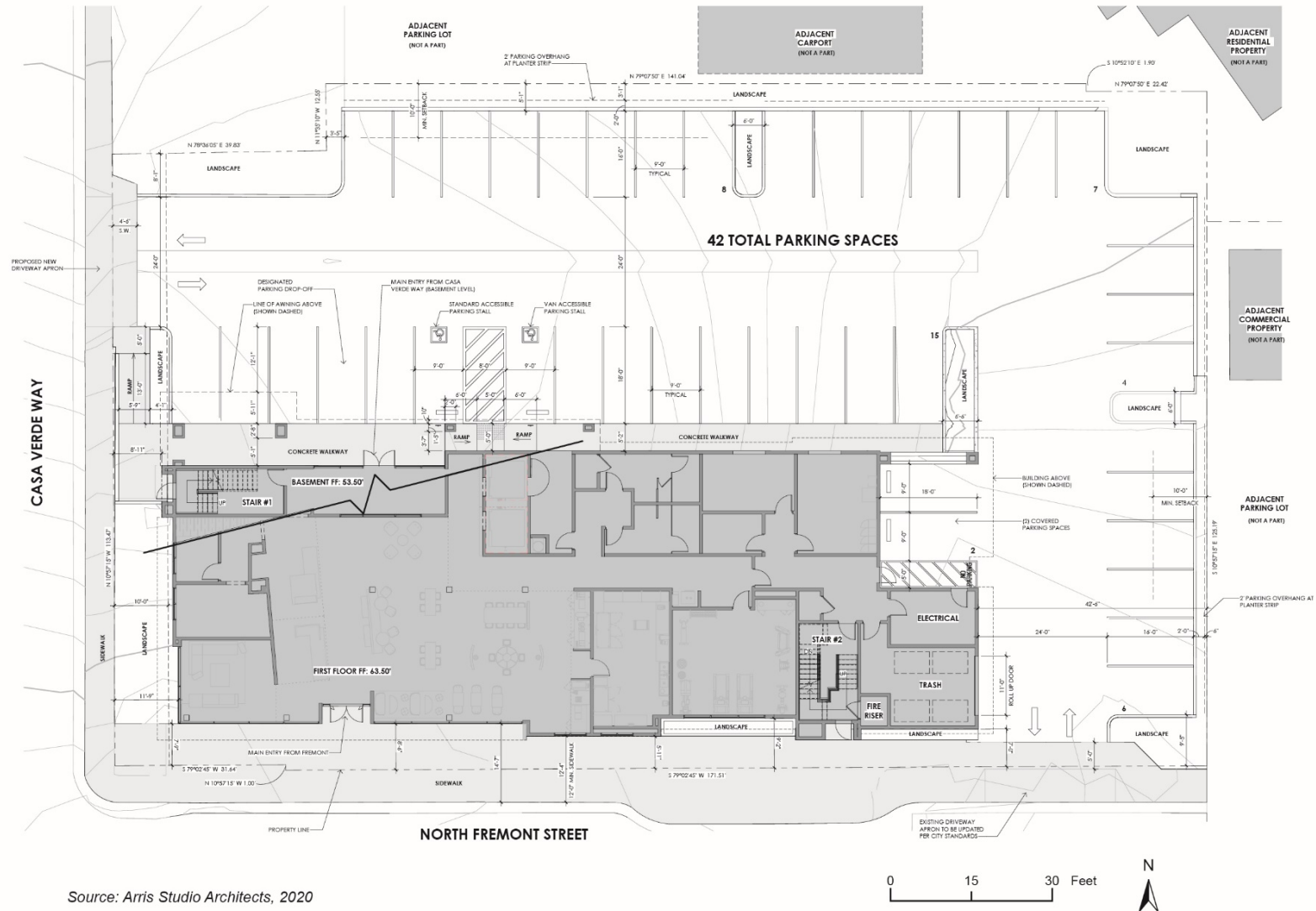
Table 2 Construction Schedule

Construction Phase	Start Date	End Date
Start Date for Construction	January 2022	-
Site Preparation and Demolition	January 2022	February 2022
Grading	February 2022	May 2022
Building Construction	May 2022	May 2023
Asphalt Paving ¹	January 2023	January 2023
Architectural Coating ¹	November 2022	May 2023
Completion Date for All Construction	-	May 2023

Notes:

¹ Asphalt paving and architectural coating would occur concurrently throughout the construction process.

Figure 3 Site Plans



Source: Arris Studio Architects, 2020

2 Air Quality

2.1 Environmental and Regulatory Setting

2.1.1 Local Climate and Meteorology

Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions, such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, influence the relationship between air pollutant emissions and air quality.

The proposed project is located in the North Central Coast Air Basin (NCCAB) which is the geographic scope for this analysis, which is comprised of Monterey, Santa Cruz, and San Benito Counties. The NCCAB covers an area of 5,159 square miles. The Diablo Range marks the northeastern boundary and, together with the southern extent of the Santa Cruz Mountains, forms the Santa Clara Valley, which extends into the northeastern tip of the NCCAB. Further south, the Santa Clara Valley transitions into the San Benito Valley, which runs northwest to southeast and has the Gabilan Range as its western boundary. To the west of the Gabilan Range is the Salinas Valley, which extends from Salinas at its northwestern end to King City at its southeastern end. The western side of the Salinas Valley is formed by the Sierra de Salinas, which also forms the eastern side of the smaller Carmel Valley. The coastal Santa Lucia Range defines the western side of the Carmel Valley (Monterey Bay Air Resources District [MBARD] 2008).

The semi-permanent high-pressure cell in the eastern Pacific is the basic controlling factor in the climate of the NCCAB. In the summer, the high-pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High-pressure cell, forming a stable temperature inversion of hot air over a layer of cool coastal air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air loft acts as a lid to inhibit vertical air movements (MBARD 2008).

The generally northwest to southeast orientation of mountainous ridges tends to restrict and channel the summer onshore air currents. Surface heating in the interior portion of the Salinas and San Benito Valleys creates a weak low pressure system which intensifies the onshore air flow during the afternoon and evening. In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The air flow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific High-pressure cell, which allows pollutants to build up over a period of a few days. It is most often during this season that north or east winds develop to transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB (MBARD 2008).

During the winter, the Pacific High-pressure cell migrates southward and has less influence on the NCCAB. Air frequently flows in a southeasterly direction out of the Salinas and San Benito Valleys, especially during night and morning hours. Northwest winds are nevertheless still dominant in winter, but easterly flow is more frequent. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the NCCAB in winter and early spring (MBARD 2008). The proposed project is positioned southeast of Monterey Bay, a 25-mile wide inlet that allows marine air at low levels to penetrate the interior.

2.1.2 Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with diameters of up to ten microns (PM₁₀) and up to 2.5 microns (PM_{2.5}), and lead (Pb). Ozone (O₃) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between volatile organic compounds (VOC) and nitrogen oxides (NO_x). The following subsections describe the characteristics, sources, and health and atmospheric effects of critical air contaminants.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_x and VOC.¹ NO_x are formed during the combustion of fuels, while VOC are formed during combustion and evaporation of organic solvents. Because O₃ requires sunlight to form, it usually occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to O₃ include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

CO is a local pollutant that is found in high concentrations only near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. CO's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

NO₂ is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ is an acute irritant. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. NO₂ absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone/smog and acid rain.

Suspended Particulates

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are PM₁₀ (small particulate matter which measures no more than 10 microns in diameter) and PM_{2.5} (fine particulate matter which measures no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with PM₁₀ and PM_{2.5} can be different. Major man-made sources of PM₁₀ are agricultural operations, industrial processes, combustion of fossil fuels, construction,

¹ CARB defines VOC and ROG similarly as, "any compound of carbon excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions (CARB 2009). For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions and the term ROG is used in this report. The MBARD uses the term VOC to denote organic precursors.

demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer PM_{2.5} particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. PM_{2.5} is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Lead

Pb is a metal found naturally in the environment, as well as in manufacturing products. Pb occurs in the atmosphere as particulate matter. The major sources of Pb emissions historically have been mobile and industrial sources. In the early 1970s, the USEPA set national regulations to gradually reduce the Pb content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The USEPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of the USEPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred prior to 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries in part due to national emissions standards for hazardous air pollutants. As a result of phasing out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest levels of Pb in the air are generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead may cause a range of health effects, including anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases). The proposed project does not include any stationary sources of lead emissions. Therefore, implementation of the project would not result in substantial emissions of lead, and this pollutant is not discussed further in this analysis.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM; CARB 2011). TACs are different than the criteria pollutants previously discussed because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

2.1.3 Air Quality Regulation

The federal and state governments have established ambient air quality standards for the protection of public health. The USEPA is the federal agency designated to administer air quality regulation, while the CARB is the state equivalent within the California EPA. County-level Air Quality Management Districts (AQMDs) provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local AQMDs are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the NCCAB.

The USEPA has set primary NAAQS for O₃, CO, NO₂, PM₁₀, PM_{2.5}, SO₂, and Pb. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (CAAQS) for these and other pollutants, some of which are more stringent than the federal standards.

Table 3 lists the current federal and state standards for regulated pollutants.

Table 3 Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 µg/m ³ (rolling 3-month avg) 1.5 µg/m ³ (calendar quarter)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	50 µg/m ³ (24-hr avg) 20 µg/m ³ (annual avg)
Particulate Matter (PM _{2.5})	35 µg/m ³ (24-hr avg) 12 µg/m ³ (annual avg)	12 µg/m ³ (annual avg)
Visibility-Reducing Particles	No Federal Standards	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg)
Sulfates	No Federal Standards	25 µg/m ³ (24-hr avg)
Hydrogen Sulfide	No Federal Standards	0.03 ppm (1-hr avg)
Vinyl Chloride	No Federal Standards	0.01 ppm (24-hr avg)

ppm= parts per million; µg/m³ = micrograms per cubic meter

Source: CARB 2016

The MBARD is the designated air quality control agency in the NCCAB. The NCCAB is in attainment for all federal standards and in nonattainment-transitional for the state standard for O₃ and nonattainment for PM₁₀. The NCCAB is designated unclassifiable or in attainment for all other state standards.

Monterey Bay Air Resources District

Local control in air quality management is provided by CARB through county-level or regional (multi-county) AQMDs. CARB establishes statewide air quality standards and is responsible for control of mobile emission sources, while the local Air Pollution Control Districts are responsible for enforcing standards and regulating stationary sources. The project area is located in City of Monterey, which is under the jurisdiction of MBARD.²

MBARD is responsible for assuring that the federal and state ambient air quality standards are attained and maintained in the NCCAB. The agency is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and other activities.

In March 2017, MBARD adopted the *2012-2015 Air Quality Management Plan* (2015 AQMP) as an update to the 2012 AQMP. The 2015 AQMP assesses and updates elements of the 2012 AQMP, including ambient air quality data, emission inventory trends, information on ozone transport, control measures, mobile source programs, emission reduction strategies, and growth forecasts. This document is incorporated by reference and is available online at https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (MBARD 2017). The 2015 AQMP only addresses attainment of the State eight-hour ozone standard because in 2012, the USEPA designated the NCCAB as in attainment for the current national eight-hour ozone standard of 0.075 ppm. In October 2015, the national standard was reduced to 0.070 ppm. However, the NCCAB continues to be in attainment with the Federal ozone standard (MBARD 2017).

The following MBARD rules would limit emissions of air pollutants from construction and operation of the proposed project:

- **Rule 400 (Visible Emissions).** Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- **Rule 402 (Nuisances).** No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 425 (Use of Cutback Asphalt).** The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) and emulsified asphalt (an emulsion of asphalt cement and water with a small amount of emulsifying agent) is restricted to limit VOC emissions. Rule 425 prohibits the use of rapid cure asphalt, restricts the use of medium cure asphalt to November

² MBARD was formerly called the Monterey Bay Unified Air Pollution District; accordingly, documents authored by the Monterey Bay Unified Air Pollution District are cited as authored by MBARD in this document.

through March, and limits the content of total distillate in slow cure asphalt and petroleum solvents in emulsified asphalt.

- **Rule 426 (Architectural Coatings).** This rule limits the emissions of ROGs from the use of architectural coatings and sets VOC content limits for a variety of coating categories, including flat, nonflat, nonflat – high gloss, and specialty coatings. Specifically, Rule 426 limits the VOC content of flat coatings to 50 grams per liter and nonflat coatings to 100 grams per liter. Persons are prohibited from manufacturing, blending, repackaging for use, supplying, selling, soliciting, or applying architectural coatings that exceed these limits.
- **Rule 439 (Building Removals).** This rule limits particulate emissions from the removal of buildings by prohibiting all visible emissions from building removal. To achieve compliance with this standard, Rule 439 requires work practice standards, including wetting the structure prior to removal, demolishing the structure inward toward the building pad, and prohibiting the commencement of removal activities when peak wind speeds exceed 15 miles per hour.
- **Rule 1000 (Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants):** This rule regulates TACs from new or modified stationary sources that have the potential to emit carcinogenic or noncarcinogenic TACs. Rule 1000 requires sources of carcinogenic TACs to install best control technology and reduce cancer risk to less than one incident per 100,000 persons. Sources of noncarcinogenic TACs must apply reasonable control technology (MBARD 2008).

MBARD also promulgates rules applicable to numerous other activities.³

City of Monterey

The City of Monterey General Plan Conservation Element (2016) contains the following goal and policies that would be applicable to the proposed project:

Goal c	Reduce fixed source and transportation-based air pollution.
Policy c.1	Reduce air pollution generated by motor vehicles by encouraging the use of public transit, carpooling, bicycles, and walking as alternatives. Policies to achieve these goals are found in the Circulation Element. Promote cooperation with local and state agencies to develop programs to reduce sources of air pollution.
Policy c.3	Promote cooperation with local and state agencies to develop programs to reduce sources of air pollution.

2.1.4 Current Air Quality

As the local air quality management agency, MBARD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Table 4 summarizes the representative annual air quality data from the nearest CARB and USEPA monitoring stations between 2017 and 2019 for all criteria pollutants. As shown in Table 4, no state or federal standards were exceeded at these monitoring stations in the past three years except for the federal PM_{2.5} standard, which was exceeded one day in 2017 and four days in 2018. Three of the four exceedances in 2018 that occurred on November

³ MBARD Rules available online at: <https://www.arb.ca.gov/DRDB/MBU/>

10, 11, and 17 are likely the result of wildfire smoke from the Camp Fire, which burned over 153,000 acres in Butte County between November 8 and November 25, 2018.

Table 4 Ambient Air Quality Data (2017-2019)

Pollutant	Standard	2017	2018	2019
Ozone (ppm), Worst 1-Hour¹		0.073	0.062	0.071
Number of days above state standard	0.09 ppm	0	0	0
Ozone (ppm), 8-Hour Average¹		0.066	0.054	0.064
Number of days above state or federal standard	0.070 ppm	0	0	0
Carbon Monoxide (ppm), Highest 8-Hour Average²		0.9	1.2	5.3
Number of days of above state or federal standard	9.0 ppm	0	0	0
Nitrogen Dioxide (ppm), Worst Hour²		0.034	0.047	0.030
Number of days above state standard	0.18 ppm	0	0	0
Number of days above federal standard	0.10 ppm	0	0	0
Sulfur Dioxide (ppm), Worst Hour³		0.0036	0.0069	0.00145
Number of days above state standard	0.25 ppm	0	0	0
Number of days above federal standard	0.075 ppm	0	0	0
Particulate Matter <10 microns (µg/m³), Worst 24 Hours⁴		95.3	78.9	89.0
Number of days above state standard	50 µg/m³	*	*	*
Number of days above federal standard	150 µg/m³	0	0	0
Particulate Matter <2.5 microns (µg/m³), Worst 24 Hours¹		43.6	50.7	11.1
Number of days above federal standard	35 µg/m³	1	4	0
Lead (µg/m³), 3-Month Average⁵		0.07	0.08	0.07
Number of days above federal standard	0.15 µg/m³	0	0	0

¹ Data sourced from CARB and USEPA at the nearest monitoring station located at 35 Ford Road (Tularcitos Elementary School) in Carmel Valley.

² Data sourced from USEPA at the nearest monitoring station located at 867 East Laurel Drive in Salinas.

³ Data sourced from USEPA at the nearest monitoring station located at 158b Jackson Street in San Jose. No monitoring stations within the NCCAB report ambient SO₂ concentrations.

⁴ Data sourced from CARB and USEPA at the nearest monitoring station located at 415 Pearl Street in King City.

⁵ Data sourced from USEPA at the nearest monitoring station located at 2500 Cunningham Avenue in San Jose. No monitoring stations within the NCCAB report ambient lead concentrations.

ppm = parts per million; µg/m³ = micrograms per cubic meter; CARB = California Air Resources Board; USEPA = United States Environmental Protection Agency; NCCAB = North Central Coast Air Basin; SO₂ = sulfur dioxide

* Insufficient data was available to determine the value.

Sources: CARB 2020; USEPA 2020b

Ambient air monitoring for CO has not occurred in the NCCAB since 2012 due to low background concentrations. The most recently reported maximum eight-hour average CO concentration, reported at the Salinas #3 monitoring station, was 1.39 ppm in 2012, which is well below the state standard of 9.0 ppm. Similarly, ambient air monitoring for SO₂ has not occurred in the NCCAB since 2009 due to low background concentrations. The most recently reported maximum 24-hour average

SO₂ concentration, reported at the former Davenport monitoring station (located approximately 30 miles northwest of the project area in Santa Cruz County) was 0.004 ppm in 2009, which is well below the state 24-hour average SO₂ standard of 0.04 ppm (CARB 2020).

Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect people most susceptible to respiratory distress, such as children under 14; persons over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore residences, schools, and hospitals. The sensitive receptors nearest to the project site are apartment buildings adjacent to the northeast of the project site as well as apartment buildings 75 feet to the west.

2.2 Impact Analysis

2.2.1 Methodology

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses, and location, to estimate a project's construction and operational emissions.

Construction emissions modeled include emissions generated by construction equipment used on the site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. The construction schedule was based on applicant-provided data, while the construction equipment list was generated by CalEEMod using default values. In addition, according to applicant-provided data, approximately 1,010 cubic yards of soil would be exported from the project site. It was assumed that project construction would comply with all applicable regulatory standards, including MBARD Rule 426 (Architectural Coatings). Project construction is expected to commence in January 2022 with full buildout completed by May 2023. CalEEMod defaults for acreages graded were used to provide estimates of emissions from site preparation and grading activities.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Energy usage from non-residential energy usage was reduced by 30 percent to account for the requirements of 2019 Title 24 standards (California Energy Commission 2018). In addition, CalEEMod does not incorporate water use reductions achieved by 2016 CALGreen (Part 11 of Title 24). New development would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for new development. Mobile source emissions consist of emissions generated by vehicle trips to and from the project site. CalEEMod defaults for trip generation rates for the various land uses were used. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings.

2.2.2 Significance Thresholds

To determine whether a project would result in a significant impact to air quality, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The *CEQA Guidelines* (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. MBARD has adopted guidelines for quantifying and determining the significance of air pollutant emissions in its *CEQA Air Quality Guidelines* (MBARD 2008). Emissions generated by the proposed project were compared to MBARD's thresholds for both construction and operational emissions.

The proposed project would be inconsistent with the MBARD AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008, Duymich 2018):

- Population growth generated by the proposed project would cause the cumulative population of Monterey County (i.e., existing population plus population accommodated by the proposed project and locally approved and unconstructed projects) to exceed the population forecast for the appropriate five-year increment utilized in the 2015 AQMP; or⁴
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the AQMP's goal of attainment ambient air quality standards.

In addition, the proposed project's impacts on criteria air pollution would be significant if the proposed project would result in air pollutant emissions during construction or operation that exceeds the thresholds in Table 5.

⁴ In Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

Table 5 Air Quality Thresholds of Significance

Pollutant	Source	Threshold of Significance
Construction Impacts		
PM ₁₀	Direct	82 lbs/day ¹
Operational Impacts		
VOC	Direct and Indirect	137 lbs/day
NO _x	Direct and Indirect	137 lbs/day
PM ₁₀	On-site	82 lbs/day ²
CO		LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
	Direct	550 lbs/day
SO _x , as SO ₂	Direct	150 lbs/day

Notes: PM₁₀ = particulate matter with a diameter of 10 micrometers or less; lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; LOS = level of service; V/C = volume-to-capacity; SO_x = oxides of sulfur; SO₂ = sulfur dioxide;

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD *CEQA Air Quality Guidelines*.

² MBARD's operational PM₁₀ threshold of significance applies only to on-site emissions, such as project-related exceedances along unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.

Source: MBARD 2008

The CO thresholds provided by MBARD are designed to screen out from further analysis projects that would have a less than significant impact to CO; however, projects that exceed these thresholds would not necessarily result in a hotspot. Localized CO concentrations are primarily the result of the volume of cars along a road and the level of emissions generated by vehicles; restricted vehicular traffic flows can contribute to higher volumes of vehicles on a given roadway in a period of time, but are not the cause of high CO concentrations. Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (SFBAAB, the jurisdiction of the BAAQMD), which is the air basin immediately adjacent to the NCCAB to the north, are both in attainment for the CAAQS and NAAQS for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. The BAAQMD threshold is applied in the following impact analysis if the proposed project exceeds the MBARD screening thresholds presented above to determine whether the proposed project would result in an exceedance of CO standards.

In addition to criteria pollutants, MBARD regulates TACs from new or modified sources under Rule 1000. Rule 1000 applies to any source that requires a permit to construct or operate pursuant to District Regulation II (Permits) and has the potential to emit carcinogenic or noncarcinogenic TACs. MBARD also implements Rule 1003, which establishes and implements the Air Toxics Hot Spots Act,

and Rule 424, which applies to demolition and/or renovation activities that are subject to the asbestos NESHAP in Rule 306. The project would be required to comply with Rules 1000, 1003, and 424.

According to MBARD guidelines, a project would have a significant impact if TAC emissions result in an exceedance of health risk public notification thresholds adopted by MBARD. The guidelines also set forth the following thresholds, which are the same as the public notification thresholds:

- The hazard index is greater than one for acute or chronic impacts; or
- The cancer risk is greater than 10 in one million.

For odor emissions, the MBARD guidelines state that impacts would be significant if the project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors.

2.2.3 Impact Analysis

Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE 2015 MBARD AQMP. NO IMPACT WOULD OCCUR.

The most recent air quality plan adopted by MBARD is the 2015 AQMP. The 2015 AQMP only addresses attainment of the State eight-hour ozone standard because in 2012 the USEPA designated the NCCAB as attainment for the then-current federal eight-hour ozone standard of 0.075 ppm. In October 2015, the federal eight-hour ozone standard was reduced to 0.070 ppm; however, the NCCAB continues to be in attainment with the federal eight-hour ozone standard (MBARD 2017).

A significant impact to air quality would occur if buildout of the proposed project would conflict with or obstruct implementation of the 2015 AQMP. Although any development project would represent an incremental negative impact on air quality in the NCCAB due to increased air pollutant emissions, the primary concern is whether project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB.

The current population of the City of Monterey is estimated at 28,004 (MBARD 2017). The proposed project would not directly induce additional population growth because it does not include construction of residential units. The project would require approximately five new employees. Given the nature of these employment opportunities, it is likely that these employees would be drawn from the existing workforce in the City of Monterey. However, for the purpose of this analysis, it is conservatively assumed that these approximately five new employees would relocate from outside the area for the positions, and thus would be new residents of the City of Monterey.

The population growth projections used in the 2015 AQMP forecast that the population of the City of Monterey will reach approximately 28,839 residents by 2025 (MBARD 2017). Therefore, the current population of the City of Monterey plus the project's indirect population growth does not

exceed the population forecast utilized in the 2015 AQMP for year 2025 and is therefore within the applicable assumptions of the air pollutant emissions forecast contained in the AQMP. Furthermore, as discussed under Impact AQ-2 below, operational emissions generated by the proposed project would not exceed MBARD thresholds for ozone precursor emissions. Therefore, the proposed project would not conflict with or obstruct the implementation of the 2015 AQMP. No impact would occur.

Threshold 2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE MBARD REGION IS IN NONATTAINMENT UNDER APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. THEREFORE, IMPACTS RELATED TO CONSTRUCTION AND OPERATION WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 2.1.3, Air Quality Regulations, the NCCAB is currently designated nonattainment-transitional for the State ozone standards and nonattainment for the State PM₁₀ standard, but is in attainment for all other Federal and State standards. Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the NCCAB is in nonattainment, which are ozone and PM₁₀.

Construction Emissions

Project construction would involve demolition, site preparation, grading, building construction, paving, and architectural coating activities that have the potential to generate air pollutant emissions. Table 6 summarizes the estimated maximum daily criteria pollutant emissions during project construction. As shown in Table 6, project construction emissions would be below the MBARD construction thresholds of significance and therefore impacts would be less than significant.

Table 6 Project Construction Emissions

	Maximum Daily Emissions (pounds per day)					
	VOC	NO _x	CO	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)	SO _x
Maximum Daily Emissions	3	15	17	1	1	<1
MBARD Thresholds	N/A	N/A	N/A	82	N/A	N/A
Threshold Exceeded?¹	N/A	N/A	N/A	No	N/A	N/A

VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with a diameter of 10 micrometers or less; PM_{2.5} = particulate matter with a diameter of 2.5 micrometers or less; N/A = not applicable

Notes: All numbers have been rounded up to the nearest whole number.

¹ MBARD has not adopted a threshold for evaluating construction VOC, NO_x, CO, PM_{2.5}, or SO_x emissions.

Source: Table 2.1 "Overall Construction-mitigated" emissions. Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix A.

As shown in Table 6, construction of the project would generate maximum daily emissions of approximately 1 pound of PM₁₀ per day, which would not exceed the MBARD threshold of 82 pounds per day. Furthermore, as discussed above, MBARD guidelines state that ozone precursor

emissions from construction projects using typical equipment were accounted for in the emission inventories of the 2015 AQMP. The proposed project would use typical construction equipment; thus, ozone precursor emissions from project construction were accounted for the emission inventories and would not have a significant impact on the attainment and maintenance of state or federal ozone AAQS (MBARD 2008). Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard, and impacts would be less than significant. Required compliance with MBARD Rule 400 (Visible Emissions) and Rule 425 (Use of Cutback Asphalt) would further reduce emissions of dust particulates during project construction.

Operational Emissions

The project would result in long-term air pollutant emissions over the course of operation. Emissions include area sources, energy sources, and mobile emissions. Area sources include use of consumer products, use of gas-powered landscaping equipment, and re-application of architectural coating (re-painting). Energy sources include natural gas for uses such heating/air conditioning, appliances, lighting, and water heating. Mobile emissions include vehicle trips by residents, employees, and visitors. If a project's operational emissions do not exceed MBARD thresholds, the proposed project impacts to regional air quality are considered individually less than significant and less than cumulatively considerable.

Table 7 summarizes the total estimated emissions associated with operation of the proposed project by emission source. As shown therein, emissions of VOC, NO_x, CO, SO₂ and PM₁₀ emissions would not exceed MBARD thresholds. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable Federal or State ambient air quality standard, and impacts would be less than significant.

Table 7 Estimated Maximum Operational Emissions

Source	Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Emissions	1	<1	<1	0	<1	<1
Energy Emissions	<1	<1	<1	<1	<1	<1
Mobile Emissions	1	3	6	<1	1	<1
Project Emissions	2	3	6	<1	1	<1
MBARD Threshold	137	137	550	150	82	N/A
Threshold Exceeded?	No	No	No	No	No	N/A ¹

N/A = not applicable

Notes: All source emissions have been rounded to the nearest tenth and all project emissions have been rounded up to the nearest whole number, to be conservative. Numbers may not add up due to rounding.

¹ MBARD does not have a significance threshold for operational PM_{2.5} emissions.

Source: Source: Table 2.2 "Overall Construction-mitigated" emissions. Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix A.

Human Health

Although construction and operational emissions of ROG, NO_x, and PM₁₀ would be less than significant, the proposed project would incrementally increase emissions of these pollutants, which would incrementally increase ozone and PM₁₀ concentrations in Monterey County and incrementally contribute to Monterey County's existing nonattainment status for the state ozone and PM₁₀ standards. These long-term impacts are not considered significant under the applicable MBARD thresholds. For informational purposes, the analysis below describes how the project's incremental (and less than significant) impacts relate to human health.

It is not necessarily the tonnage of pollutants emitted that causes human health effects; rather, it is the concentrations of ozone and PM that cause these effects. The incremental increase in ozone and PM₁₀ concentrations in Monterey County as a result of proposed project would contribute to adverse health impacts that are already occurring due to the region's nonattainment status for these pollutants. As discussed above under Section 2.1.2, *Air Pollutants of Primary Concern*, the health impacts of ozone include respiratory and eye irritation and possible changes in lung functions, and the health impacts of PM₁₀ include respiratory irritation, reduced lung function, aggravation of cardiovascular disease, and cancer. However, because emissions of ozone precursors and PM₁₀ would not exceed MBARD thresholds, the project's incremental contribution to these adverse health impacts would be less than significant and less than cumulatively considerable.

Threshold 3	Would the project expose sensitive receptors to substantial pollutant concentrations?
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Impact AQ-3 **THE PROPOSED PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF CO OR TACS. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed above, the sensitive receptors nearest to the project site are apartment buildings adjacent to the northeast of the project site as well as apartment buildings 75 feet to the west.

Carbon Monoxide Hotspots

Buildout of the proposed project would result in new development or redevelopment that would generate additional vehicle trips on area roadways. Areas with high vehicle density, such as congested intersections, have the potential to create concentrations of CO ("CO hotspots") and could potentially expose sensitive receptors to harmful levels of pollution. The NAAQS for CO is 35.0 ppm and the CAAQS for CO is 20.0 ppm (CARB 2016).

As discussed above in Section 2.2.2, *Significance Thresholds*, localized CO concentrations are the result of the volume of cars along a road and the level of emissions generated by vehicles, rather than the flow of traffic, and vehicle CO emissions have declined over time due to stringent State standards for vehicle emissions and would continue to decline as more stringent standards are put in place. MBARD provides screening thresholds for CO hotspot impacts but does not have a standard for assessing whether a project's CO hotspot impacts would be significant. Therefore, the CO threshold from BAAQMD, which is the air district immediately adjacent to MBARD to the north, is utilized in this analysis. BAAQMD recommends comparing project's attributes with the following screening criteria as a first step to evaluating whether the project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the *Thresholds of Significance*. The project would result in a less than significant impact to localized CO concentrations if:

2101 N. Fremont Street Hotel Project

1. The project is consistent with an applicable congestion management program for designated roads or highways, regional transportation plan, and local congestion management agency plans
2. The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour
3. Project traffic would not increase traffic volumes at the affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage).

The project would include 42 hotel rooms. Based on CalEEMod trip generation estimates for the land use type of "Hotel," there would be approximately 343 vehicle trips to the site per weekday, 344 vehicle trips to the site per Saturday, and 250 vehicle trips to the site per Sunday. The Transportation Agency of Monterey County (TAMC) monitors regional traffic counts on North Fremont Street. The most recent traffic counts were taken in 2019 at North Fremont Street between Palo Verde Avenue and Dela Rosa Avenue, which is approximately 560 feet west of the proposed project, estimated a peak average daily traffic of 19,085 and off-peak average daily traffic 18,858 (TAMC 2020). As a result, the proposed project would result in a 2% increase in average daily traffic, or 19,428 average daily traffic, during the weekday peak hour. Considering the small size of the surrounding roadways in the project vicinity, this increase in project trip generation would not exceed the screening thresholds listed above. Therefore, the impact of localized CO emissions would be less than significant.

Toxic Air Contaminants

Construction Impacts

Typical sources of acutely and chronically hazardous TACs identified by CARB include distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities (CARB 2005). MBARD also identifies additional common sources of TACs including diesel-fueled internal combustion engines and parking areas for diesel-fueled heavy-duty trucks and buses (MBARD 2008).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 17 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 17 months) is approximately 2 percent of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017). Therefore, this analysis qualitatively discusses potential health risks associated with construction-related emissions of TACs,

focusing on construction activities most likely to generate substantial TAC emissions and the duration of such activities relative to established, longer-term health risk exposure periods.

The maximum PM₁₀ and PM_{2.5} emissions would occur during site preparation and grading activities. These activities would last for approximately five months. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the maximum exposure condition for the total construction period. The duration of site preparation and grading activities would represent less than one percent of the total exposure period for a 70-year health risk calculation.⁵ Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. This impact would be less than significant.

Operational Impacts

The project would not include sources of substantial TAC emissions. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program, which regulates stationary sources of hazardous substances used annually in quantities ranging from 500 to 20,000 pounds. Further, the proposed hotel project is not defined by CARB as a sensitive land use, which includes residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities (BAAQMD 2017). Because the project would not contain substantial TAC sources and is consistent with the CARB and MBARD guidelines, the project would not result in the exposure of sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Therefore, impacts related to TACs would be less than significant.

Threshold 4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 THE PROJECT WOULD NOT GENERATE ODORS ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE DURING CONSTRUCTION OR OPERATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

During construction activities, temporary odors from vehicle exhaust and construction equipment engines would occur. Construction-related odors would be short-term and would cease upon completion. Land uses typically producing objectionable odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries (MBARD 2008). As a result, hotel uses are not typically associated with substantial numbers of odor complaints according to MBARD's guidance. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, with the exception of odors from agricultural activities. Therefore, given the nature of land uses under the proposed project and required compliance with MBARD Rule 402, the proposed project would not create objectionable odors that would adversely affect a substantial number of people during construction and operation, and impacts would be less than significant.

⁵ (5 months / [12 months x 70 years]) x 100 = 0.60 percent

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Appendix A

California Emissions Estimator Model Output

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

Avid Hotel Project

Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	142.00	Space	0.36	15,550.00	0
Hotel	42.00	Room	0.16	25,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	298.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

Project Characteristics - Adjusted for 2030 RPS

Land Use - per project plans

Construction Phase - Per information provided by client

Demolition -

Grading - 1,010 cubic yard exported

Architectural Coating - MBARD rule 426

Area Coating - MBARD Rule 426

Energy Use -

Water And Wastewater - Adjusted by 20% for Cal Green

Construction Off-road Equipment Mitigation -

Energy Mitigation - Reduced by 30% for 2019 title 24

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	100
tblAreaCoating	Area_EF_Nonresidential_Interior	150	100
tblConstructionPhase	NumDays	5.00	152.00
tblConstructionPhase	NumDays	100.00	283.00
tblConstructionPhase	NumDays	2.00	86.00
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	1.00	31.00
tblConstructionPhase	PhaseEndDate	6/22/2022	5/31/2023
tblConstructionPhase	PhaseEndDate	6/8/2022	5/31/2023
tblConstructionPhase	PhaseEndDate	1/19/2022	5/31/2022
tblConstructionPhase	PhaseEndDate	6/15/2022	1/31/2023
tblConstructionPhase	PhaseEndDate	1/17/2022	2/28/2022
tblConstructionPhase	PhaseStartDate	6/16/2022	11/1/2022
tblConstructionPhase	PhaseStartDate	1/20/2022	5/1/2022
tblConstructionPhase	PhaseStartDate	1/18/2022	2/1/2022
tblConstructionPhase	PhaseStartDate	6/9/2022	1/1/2023
tblGrading	MaterialExported	0.00	1,010.00
tblLandUse	LandUseSquareFeet	56,800.00	15,550.00
tblLandUse	LandUseSquareFeet	60,984.00	25,000.00
tblLandUse	LotAcreage	1.28	0.36
tblLandUse	LotAcreage	1.40	0.16
tblProjectCharacteristics	CO2IntensityFactor	641.35	298.49
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblWater	IndoorWaterUseRate	1,065,404.34	852,323.47

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1526	1.1540	1.1671	2.1900e-003	0.0671	0.0549	0.1220	0.0253	0.0513	0.0766	0.0000	193.6896	193.6896	0.0438	0.0000	194.7856
2023	0.1417	0.5147	0.6007	1.1000e-003	0.0127	0.0242	0.0368	3.4200e-003	0.0226	0.0260	0.0000	96.7001	96.7001	0.0220	0.0000	97.2508
Maximum	0.1526	1.1540	1.1671	2.1900e-003	0.0671	0.0549	0.1220	0.0253	0.0513	0.0766	0.0000	193.6896	193.6896	0.0438	0.0000	194.7856

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					
2022	0.1526	1.1540	1.1671	2.1900e-003	0.0671	0.0549	0.1220	0.0253	0.0513	0.0766	0.0000	193.6894	193.6894	0.0438	0.0000	194.7854
2023	0.1417	0.5147	0.6007	1.1000e-003	0.0127	0.0242	0.0368	3.4200e-003	0.0226	0.0260	0.0000	96.7000	96.7000	0.0220	0.0000	97.2507
Maximum	0.1526	1.1540	1.1671	2.1900e-003	0.0671	0.0549	0.1220	0.0253	0.0513	0.0766	0.0000	193.6894	193.6894	0.0438	0.0000	194.7854

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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
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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2022	4-2-2022	0.3212	0.3212
2	4-3-2022	7-2-2022	0.3525	0.3525
3	7-3-2022	10-2-2022	0.2824	0.2824
4	10-3-2022	1-2-2023	0.3590	0.3590
5	1-3-2023	4-2-2023	0.4151	0.4151
6	4-3-2023	7-2-2023	0.2290	0.2290
		Highest	0.4151	0.4151

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1108	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003
Energy	5.9700e-003	0.0543	0.0456	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	85.6430	85.6430	3.7100e-003	1.3500e-003	86.1381
Mobile	0.0950	0.4733	0.9665	3.0600e-003	0.2356	2.5400e-003	0.2381	0.0632	2.3700e-003	0.0656	0.0000	281.8111	281.8111	0.0142	0.0000	282.1659
Waste						0.0000	0.0000		0.0000	0.0000	4.6688	0.0000	4.6688	0.2759	0.0000	11.5667
Water						0.0000	0.0000		0.0000	0.0000	0.2704	0.6805	0.9509	0.0278	6.6000e-004	1.8444
Total	0.2118	0.5276	1.0144	3.3900e-003	0.2356	6.6800e-003	0.2422	0.0632	6.5100e-003	0.0698	4.9392	368.1391	373.0783	0.3217	2.0100e-003	381.7200

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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	0.1108	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003
Energy	4.3700e-003	0.0398	0.0334	2.4000e-004		3.0200e-003	3.0200e-003		3.0200e-003	3.0200e-003	0.0000	67.7283	67.7283	3.2000e-003	1.0400e-003	68.1181
Mobile	0.0950	0.4733	0.9665	3.0600e-003	0.2356	2.5400e-003	0.2381	0.0632	2.3700e-003	0.0656	0.0000	281.8111	281.8111	0.0142	0.0000	282.1659
Waste						0.0000	0.0000		0.0000	0.0000	4.6688	0.0000	4.6688	0.2759	0.0000	11.5667
Water						0.0000	0.0000		0.0000	0.0000	0.2704	0.6805	0.9509	0.0278	6.6000e-004	1.8444
Total	0.2102	0.5131	1.0022	3.3000e-003	0.2356	5.5700e-003	0.2411	0.0632	5.4000e-003	0.0687	4.9392	350.2244	355.1636	0.3212	1.7000e-003	363.6999

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.76	2.76	1.20	2.65	0.00	16.62	0.46	0.00	17.05	1.59	0.00	4.87	4.80	0.16	15.42	4.72

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	2/28/2022	5	31	
3	Grading	Grading	2/1/2022	5/31/2022	5	86	
4	Building Construction	Building Construction	5/1/2022	5/31/2023	5	283	
5	Paving	Paving	1/1/2023	1/31/2023	5	22	
6	Architectural Coating	Architectural Coating	11/1/2022	5/31/2023	5	152	

Acres of Grading (Site Preparation Phase): 15.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 37,500; Non-Residential Outdoor: 12,500; Striped Parking Area: 933 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	38.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	126.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	7.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction**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					
Fugitive Dust					4.2000e-003	0.0000	4.2000e-003	6.4000e-004	0.0000	6.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	4.2000e-003	1.6900e-003	5.8900e-003	6.4000e-004	1.6100e-003	2.2500e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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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	1.4000e-004	4.6600e-003	8.9000e-004	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.4347	1.4347	6.0000e-005	0.0000	1.4362
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	1.9000e-004	1.6000e-004	1.4700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3452	0.3452	1.0000e-005	0.0000	0.3455
Total	3.3000e-004	4.8200e-003	2.3600e-003	1.0000e-005	7.2000e-004	2.0000e-005	7.4000e-004	2.0000e-004	2.0000e-005	2.1000e-004	0.0000	1.7799	1.7799	7.0000e-005	0.0000	1.7817

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					4.2000e-003	0.0000	4.2000e-003	6.4000e-004	0.0000	6.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	3.5500e-003	0.0321	0.0374	6.0000e-005	4.2000e-003	1.6900e-003	5.8900e-003	6.4000e-004	1.6100e-003	2.2500e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308

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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	1.4000e-004	4.6600e-003	8.9000e-004	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.4347	1.4347	6.0000e-005	0.0000	1.4362
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	1.9000e-004	1.6000e-004	1.4700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3452	0.3452	1.0000e-005	0.0000	0.3455
Total	3.3000e-004	4.8200e-003	2.3600e-003	1.0000e-005	7.2000e-004	2.0000e-005	7.4000e-004	2.0000e-004	2.0000e-005	2.1000e-004	0.0000	1.7799	1.7799	7.0000e-005	0.0000	1.7817

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					8.2200e-003	0.0000	8.2200e-003	8.9000e-004	0.0000	8.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9900e-003	0.1075	0.0614	1.5000e-004		3.9900e-003	3.9900e-003		3.6700e-003	3.6700e-003	0.0000	13.2531	13.2531	4.2900e-003	0.0000	13.3602
Total	8.9900e-003	0.1075	0.0614	1.5000e-004	8.2200e-003	3.9900e-003	0.0122	8.9000e-004	3.6700e-003	4.5600e-003	0.0000	13.2531	13.2531	4.2900e-003	0.0000	13.3602

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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	2.9000e-004	2.5000e-004	2.2900e-003	1.0000e-005	6.2000e-004	0.0000	6.2000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.5350	0.5350	2.0000e-005	0.0000	0.5355
Total	2.9000e-004	2.5000e-004	2.2900e-003	1.0000e-005	6.2000e-004	0.0000	6.2000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.5350	0.5350	2.0000e-005	0.0000	0.5355

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					8.2200e-003	0.0000	8.2200e-003	8.9000e-004	0.0000	8.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9900e-003	0.1075	0.0614	1.5000e-004		3.9900e-003	3.9900e-003		3.6700e-003	3.6700e-003	0.0000	13.2531	13.2531	4.2900e-003	0.0000	13.3602
Total	8.9900e-003	0.1075	0.0614	1.5000e-004	8.2200e-003	3.9900e-003	0.0122	8.9000e-004	3.6700e-003	4.5600e-003	0.0000	13.2531	13.2531	4.2900e-003	0.0000	13.3602

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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	2.9000e-004	2.5000e-004	2.2900e-003	1.0000e-005	6.2000e-004	0.0000	6.2000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.5350	0.5350	2.0000e-005	0.0000	0.5355
Total	2.9000e-004	2.5000e-004	2.2900e-003	1.0000e-005	6.2000e-004	0.0000	6.2000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.5350	0.5350	2.0000e-005	0.0000	0.5355

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					0.0325	0.0000	0.0325	0.0178	0.0000	0.0178	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0305	0.2758	0.3212	5.2000e-004		0.0145	0.0145		0.0139	0.0139	0.0000	44.7785	44.7785	8.2700e-003	0.0000	44.9851
Total	0.0305	0.2758	0.3212	5.2000e-004	0.0325	0.0145	0.0470	0.0178	0.0139	0.0317	0.0000	44.7785	44.7785	8.2700e-003	0.0000	44.9851

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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	4.6000e-004	0.0155	2.9400e-003	5.0000e-005	1.0700e-003	5.0000e-005	1.1200e-003	2.9000e-004	5.0000e-005	3.5000e-004	0.0000	4.7573	4.7573	1.9000e-004	0.0000	4.7621
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	1.6000e-003	1.3600e-003	0.0127	3.0000e-005	3.4200e-003	3.0000e-005	3.4500e-003	9.1000e-004	3.0000e-005	9.3000e-004	0.0000	2.9686	2.9686	1.1000e-004	0.0000	2.9713
Total	2.0600e-003	0.0168	0.0156	8.0000e-005	4.4900e-003	8.0000e-005	4.5700e-003	1.2000e-003	8.0000e-005	1.2800e-003	0.0000	7.7259	7.7259	3.0000e-004	0.0000	7.7333

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					0.0325	0.0000	0.0325	0.0178	0.0000	0.0178	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0305	0.2758	0.3212	5.2000e-004		0.0145	0.0145		0.0139	0.0139	0.0000	44.7784	44.7784	8.2700e-003	0.0000	44.9851
Total	0.0305	0.2758	0.3212	5.2000e-004	0.0325	0.0145	0.0470	0.0178	0.0139	0.0317	0.0000	44.7784	44.7784	8.2700e-003	0.0000	44.9851

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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	4.6000e-004	0.0155	2.9400e-003	5.0000e-005	1.0700e-003	5.0000e-005	1.1200e-003	2.9000e-004	5.0000e-005	3.5000e-004	0.0000	4.7573	4.7573	1.9000e-004	0.0000	4.7621
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	1.6000e-003	1.3600e-003	0.0127	3.0000e-005	3.4200e-003	3.0000e-005	3.4500e-003	9.1000e-004	3.0000e-005	9.3000e-004	0.0000	2.9686	2.9686	1.1000e-004	0.0000	2.9713
Total	2.0600e-003	0.0168	0.0156	8.0000e-005	4.4900e-003	8.0000e-005	4.5700e-003	1.2000e-003	8.0000e-005	1.2800e-003	0.0000	7.7259	7.7259	3.0000e-004	0.0000	7.7333

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	0.0601	0.6148	0.6259	1.0000e-003		0.0325	0.0325		0.0299	0.0299	0.0000	87.6292	87.6292	0.0283	0.0000	88.3378
Total	0.0601	0.6148	0.6259	1.0000e-003		0.0325	0.0325		0.0299	0.0299	0.0000	87.6292	87.6292	0.0283	0.0000	88.3378

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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	2.0800e-003	0.0661	0.0154	1.7000e-004	4.0400e-003	1.8000e-004	4.2200e-003	1.1700e-003	1.8000e-004	1.3400e-003	0.0000	16.4390	16.4390	8.5000e-004	0.0000	16.4603
Worker	5.5500e-003	4.7200e-003	0.0439	1.1000e-004	0.0118	1.0000e-004	0.0119	3.1500e-003	9.0000e-005	3.2300e-003	0.0000	10.2694	10.2694	3.7000e-004	0.0000	10.2785
Total	7.6300e-003	0.0708	0.0592	2.8000e-004	0.0159	2.8000e-004	0.0162	4.3200e-003	2.7000e-004	4.5700e-003	0.0000	26.7084	26.7084	1.2200e-003	0.0000	26.7388

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	0.0601	0.6148	0.6259	1.0000e-003		0.0325	0.0325		0.0299	0.0299	0.0000	87.6291	87.6291	0.0283	0.0000	88.3377
Total	0.0601	0.6148	0.6259	1.0000e-003		0.0325	0.0325		0.0299	0.0299	0.0000	87.6291	87.6291	0.0283	0.0000	88.3377

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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	2.0800e-003	0.0661	0.0154	1.7000e-004	4.0400e-003	1.8000e-004	4.2200e-003	1.1700e-003	1.8000e-004	1.3400e-003	0.0000	16.4390	16.4390	8.5000e-004	0.0000	16.4603
Worker	5.5500e-003	4.7200e-003	0.0439	1.1000e-004	0.0118	1.0000e-004	0.0119	3.1500e-003	9.0000e-005	3.2300e-003	0.0000	10.2694	10.2694	3.7000e-004	0.0000	10.2785
Total	7.6300e-003	0.0708	0.0592	2.8000e-004	0.0159	2.8000e-004	0.0162	4.3200e-003	2.7000e-004	4.5700e-003	0.0000	26.7084	26.7084	1.2200e-003	0.0000	26.7388

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	0.0341	0.3466	0.3832	6.2000e-004		0.0173	0.0173		0.0159	0.0159	0.0000	54.1126	54.1126	0.0175	0.0000	54.5501
Total	0.0341	0.3466	0.3832	6.2000e-004		0.0173	0.0173		0.0159	0.0159	0.0000	54.1126	54.1126	0.0175	0.0000	54.5501

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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	9.6000e-004	0.0335	8.0900e-003	1.0000e-004	2.4900e-003	5.0000e-005	2.5400e-003	7.2000e-004	5.0000e-005	7.7000e-004	0.0000	9.9653	9.9653	4.1000e-004	0.0000	9.9755
Worker	3.1800e-003	2.6100e-003	0.0247	7.0000e-005	7.3000e-003	6.0000e-005	7.3600e-003	1.9400e-003	5.0000e-005	1.9900e-003	0.0000	6.1025	6.1025	2.0000e-004	0.0000	6.1075
Total	4.1400e-003	0.0362	0.0328	1.7000e-004	9.7900e-003	1.1000e-004	9.9000e-003	2.6600e-003	1.0000e-004	2.7600e-003	0.0000	16.0677	16.0677	6.1000e-004	0.0000	16.0830

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	0.0341	0.3466	0.3832	6.2000e-004		0.0173	0.0173		0.0159	0.0159	0.0000	54.1125	54.1125	0.0175	0.0000	54.5500
Total	0.0341	0.3466	0.3832	6.2000e-004		0.0173	0.0173		0.0159	0.0159	0.0000	54.1125	54.1125	0.0175	0.0000	54.5500

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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	9.6000e-004	0.0335	8.0900e-003	1.0000e-004	2.4900e-003	5.0000e-005	2.5400e-003	7.2000e-004	5.0000e-005	7.7000e-004	0.0000	9.9653	9.9653	4.1000e-004	0.0000	9.9755
Worker	3.1800e-003	2.6100e-003	0.0247	7.0000e-005	7.3000e-003	6.0000e-005	7.3600e-003	1.9400e-003	5.0000e-005	1.9900e-003	0.0000	6.1025	6.1025	2.0000e-004	0.0000	6.1075
Total	4.1400e-003	0.0362	0.0328	1.7000e-004	9.7900e-003	1.1000e-004	9.9000e-003	2.6600e-003	1.0000e-004	2.7600e-003	0.0000	16.0677	16.0677	6.1000e-004	0.0000	16.0830

3.6 Paving - 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	6.7200e-003	0.0606	0.0772	1.2000e-004		2.9100e-003	2.9100e-003		2.7100e-003	2.7100e-003	0.0000	10.3392	10.3392	3.0100e-003	0.0000	10.4145
Paving	4.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.1900e-003	0.0606	0.0772	1.2000e-004		2.9100e-003	2.9100e-003		2.7100e-003	2.7100e-003	0.0000	10.3392	10.3392	3.0100e-003	0.0000	10.4145

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3.6 Paving - 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	6.9000e-004	5.6000e-004	5.3200e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3162	1.3162	4.0000e-005	0.0000	1.3173
Total	6.9000e-004	5.6000e-004	5.3200e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3162	1.3162	4.0000e-005	0.0000	1.3173

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	6.7200e-003	0.0606	0.0772	1.2000e-004		2.9100e-003	2.9100e-003		2.7100e-003	2.7100e-003	0.0000	10.3391	10.3391	3.0100e-003	0.0000	10.4144
Paving	4.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.1900e-003	0.0606	0.0772	1.2000e-004		2.9100e-003	2.9100e-003		2.7100e-003	2.7100e-003	0.0000	10.3391	10.3391	3.0100e-003	0.0000	10.4144

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3.6 Paving - 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	6.9000e-004	5.6000e-004	5.3200e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3162	1.3162	4.0000e-005	0.0000	1.3173
Total	6.9000e-004	5.6000e-004	5.3200e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.3162	1.3162	4.0000e-005	0.0000	1.3173

3.7 Architectural Coating - 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					
Archit. Coating	0.0345					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-003	0.0310	0.0399	7.0000e-005		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	5.6172	5.6172	3.7000e-004	0.0000	5.6263
Total	0.0390	0.0310	0.0399	7.0000e-005		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	5.6172	5.6172	3.7000e-004	0.0000	5.6263

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3.7 Architectural Coating - 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	2.5000e-004	2.1000e-004	1.9500e-003	1.0000e-005	5.3000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4557	0.4557	2.0000e-005	0.0000	0.4561
Total	2.5000e-004	2.1000e-004	1.9500e-003	1.0000e-005	5.3000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4557	0.4557	2.0000e-005	0.0000	0.4561

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0345					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-003	0.0310	0.0399	7.0000e-005		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	5.6172	5.6172	3.7000e-004	0.0000	5.6263
Total	0.0390	0.0310	0.0399	7.0000e-005		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	5.6172	5.6172	3.7000e-004	0.0000	5.6263

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3.7 Architectural Coating - 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	2.5000e-004	2.1000e-004	1.9500e-003	1.0000e-005	5.3000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4557	0.4557	2.0000e-005	0.0000	0.4561
Total	2.5000e-004	2.1000e-004	1.9500e-003	1.0000e-005	5.3000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4557	0.4557	2.0000e-005	0.0000	0.4561

3.7 Architectural Coating - 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					
Archit. Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0104	0.0704	0.0978	1.6000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	13.7876	13.7876	8.2000e-004	0.0000	13.8082
Total	0.0950	0.0704	0.0978	1.6000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	13.7876	13.7876	8.2000e-004	0.0000	13.8082

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3.7 Architectural Coating - 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	5.6000e-004	4.6000e-004	4.3600e-003	1.0000e-005	1.2900e-003	1.0000e-005	1.3000e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0769	1.0769	4.0000e-005	0.0000	1.0778
Total	5.6000e-004	4.6000e-004	4.3600e-003	1.0000e-005	1.2900e-003	1.0000e-005	1.3000e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0769	1.0769	4.0000e-005	0.0000	1.0778

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0104	0.0704	0.0978	1.6000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	13.7876	13.7876	8.2000e-004	0.0000	13.8082
Total	0.0950	0.0704	0.0978	1.6000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003	0.0000	13.7876	13.7876	8.2000e-004	0.0000	13.8082

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3.7 Architectural Coating - 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	5.6000e-004	4.6000e-004	4.3600e-003	1.0000e-005	1.2900e-003	1.0000e-005	1.3000e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0769	1.0769	4.0000e-005	0.0000	1.0778
Total	5.6000e-004	4.6000e-004	4.3600e-003	1.0000e-005	1.2900e-003	1.0000e-005	1.3000e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0769	1.0769	4.0000e-005	0.0000	1.0778

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0950	0.4733	0.9665	3.0600e-003	0.2356	2.5400e-003	0.2381	0.0632	2.3700e-003	0.0656	0.0000	281.8111	281.8111	0.0142	0.0000	282.1659
Unmitigated	0.0950	0.4733	0.9665	3.0600e-003	0.2356	2.5400e-003	0.2381	0.0632	2.3700e-003	0.0656	0.0000	281.8111	281.8111	0.0142	0.0000	282.1659

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Hotel	343.14	343.98	249.90	626,863	626,863
Total	343.14	343.98	249.90	626,863	626,863

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786
Hotel	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive 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	24.4475	24.4475	2.3800e-003	2.5000e-004	24.5801
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.5292	26.5292	2.5800e-003	2.7000e-004	26.6731
NaturalGas Mitigated	4.3700e-003	0.0398	0.0334	2.4000e-004		3.0200e-003	3.0200e-003		3.0200e-003	3.0200e-003	0.0000	43.2807	43.2807	8.3000e-004	7.9000e-004	43.5379
NaturalGas Unmitigated	5.9700e-003	0.0543	0.0456	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	59.1138	59.1138	1.1300e-003	1.0800e-003	59.4650

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

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					
Hotel	1.10775e+006	5.9700e-003	0.0543	0.0456	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	59.1138	59.1138	1.1300e-003	1.0800e-003	59.4650
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		5.9700e-003	0.0543	0.0456	3.3000e-004		4.1300e-003	4.1300e-003		4.1300e-003	4.1300e-003	0.0000	59.1138	59.1138	1.1300e-003	1.0800e-003	59.4650

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					
Hotel	811050	4.3700e-003	0.0398	0.0334	2.4000e-004		3.0200e-003	3.0200e-003		3.0200e-003	3.0200e-003	0.0000	43.2807	43.2807	8.3000e-004	7.9000e-004	43.5379
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		4.3700e-003	0.0398	0.0334	2.4000e-004		3.0200e-003	3.0200e-003		3.0200e-003	3.0200e-003	0.0000	43.2807	43.2807	8.3000e-004	7.9000e-004	43.5379

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	190500	25.7923	2.5100e-003	2.6000e-004	25.9322
Parking Lot	5442.5	0.7369	7.0000e-005	1.0000e-005	0.7409
Total		26.5292	2.5800e-003	2.7000e-004	26.6731

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	175125	23.7107	2.3000e-003	2.4000e-004	23.8393
Parking Lot	5442.5	0.7369	7.0000e-005	1.0000e-005	0.7409
Total		24.4475	2.3700e-003	2.5000e-004	24.5801

6.0 Area Detail**6.1 Mitigation Measures Area**

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1108	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003
Unmitigated	0.1108	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0119					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0986					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.2000e-004	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003
Total	0.1108	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0119					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0986					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.2000e-004	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003
Total	0.1108	2.0000e-005	2.3400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8600e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.9509	0.0278	6.6000e-004	1.8444
Unmitigated	0.9509	0.0278	6.6000e-004	1.8444

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	0.852323 / 0.118378	0.9509	0.0278	6.6000e-004	1.8444
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.9509	0.0278	6.6000e-004	1.8444

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	0.852323 / 0.118378	0.9509	0.0278	6.6000e-004	1.8444
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.9509	0.0278	6.6000e-004	1.8444

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.6688	0.2759	0.0000	11.5667
Unmitigated	4.6688	0.2759	0.0000	11.5667

Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	23	4.6688	0.2759	0.0000	11.5667
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		4.6688	0.2759	0.0000	11.5667

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	23	4.6688	0.2759	0.0000	11.5667
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		4.6688	0.2759	0.0000	11.5667

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Avid Hotel Project - Monterey Bay Unified APCD Air District, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

Avid Hotel Project

Monterey Bay Unified APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	142.00	Space	0.36	15,550.00	0
Hotel	42.00	Room	0.16	25,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	298.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.003

1.3 User Entered Comments & Non-Default Data

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

Project Characteristics - Adjusted for 2030 RPS

Land Use - per project plans

Construction Phase - Per information provided by client

Demolition -

Grading - 1,010 cubic yard exported

Architectural Coating - MBARD rule 426

Area Coating - MBARD Rule 426

Energy Use -

Water And Wastewater - Adjusted by 20% for Cal Green

Construction Off-road Equipment Mitigation -

Energy Mitigation - Reduced by 30% for 2019 title 24

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	100
tblAreaCoating	Area_EF_Nonresidential_Interior	150	100
tblConstructionPhase	NumDays	5.00	152.00
tblConstructionPhase	NumDays	100.00	283.00
tblConstructionPhase	NumDays	2.00	86.00
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	1.00	31.00
tblConstructionPhase	PhaseEndDate	6/22/2022	5/31/2023
tblConstructionPhase	PhaseEndDate	6/8/2022	5/31/2023
tblConstructionPhase	PhaseEndDate	1/19/2022	5/31/2022
tblConstructionPhase	PhaseEndDate	6/15/2022	1/31/2023
tblConstructionPhase	PhaseEndDate	1/17/2022	2/28/2022
tblConstructionPhase	PhaseStartDate	6/16/2022	11/1/2022
tblConstructionPhase	PhaseStartDate	1/20/2022	5/1/2022
tblConstructionPhase	PhaseStartDate	1/18/2022	2/1/2022
tblConstructionPhase	PhaseStartDate	6/9/2022	1/1/2023
tblGrading	MaterialExported	0.00	1,010.00
tblLandUse	LandUseSquareFeet	56,800.00	15,550.00
tblLandUse	LandUseSquareFeet	60,984.00	25,000.00
tblLandUse	LotAcreage	1.28	0.36
tblLandUse	LotAcreage	1.40	0.16
tblProjectCharacteristics	CO2IntensityFactor	641.35	298.49
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblWater	IndoorWaterUseRate	1,065,404.34	852,323.47

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	2.5650	14.6448	15.7133	0.0285	1.4337	0.7146	2.0307	0.5110	0.6696	1.1631	0.0000	2,779.976 1	2,779.976 1	0.5929	0.0000	2,794.797 4
2023	3.2091	13.9631	17.1509	0.0303	0.3596	0.6586	1.0182	0.0964	0.6151	0.7115	0.0000	2,898.908 8	2,898.908 8	0.6939	0.0000	2,916.256 8
Maximum	3.2091	14.6448	17.1509	0.0303	1.4337	0.7146	2.0307	0.5110	0.6696	1.1631	0.0000	2,898.908 8	2,898.908 8	0.6939	0.0000	2,916.256 8

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					
2022	2.5650	14.6448	15.7133	0.0285	1.4337	0.7146	2.0307	0.5110	0.6696	1.1631	0.0000	2,779.976 1	2,779.976 1	0.5929	0.0000	2,794.797 4
2023	3.2091	13.9631	17.1509	0.0303	0.3596	0.6586	1.0182	0.0964	0.6151	0.7115	0.0000	2,898.908 8	2,898.908 8	0.6939	0.0000	2,916.256 8
Maximum	3.2091	14.6448	17.1509	0.0303	1.4337	0.7146	2.0307	0.5110	0.6696	1.1631	0.0000	2,898.908 8	2,898.908 8	0.6939	0.0000	2,916.256 8

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

[illegible]

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	0.6075	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429
Energy	0.0327	0.2975	0.2499	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.0508	357.0508	6.8400e-003	6.5500e-003	359.1725
Mobile	0.5422	2.7497	5.9087	0.0174	1.3924	0.0147	1.4070	0.3729	0.0137	0.3865		1,761.2147	1,761.2147	0.0930		1,763.5385
Total	1.1824	3.0474	6.1774	0.0192	1.3924	0.0373	1.4297	0.3729	0.0364	0.4092		2,118.3057	2,118.3057	0.0999	6.5500e-003	2,122.7539

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	0.6075	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429
Energy	0.0240	0.2179	0.1830	1.3100e-003		0.0166	0.0166		0.0166	0.0166		261.4182	261.4182	5.0100e-003	4.7900e-003	262.9717
Mobile	0.5422	2.7497	5.9087	0.0174	1.3924	0.0147	1.4070	0.3729	0.0137	0.3865		1,761.2147	1,761.2147	0.0930		1,763.5385
Total	1.1737	2.9677	6.1105	0.0187	1.3924	0.0313	1.4237	0.3729	0.0303	0.4032		2,022.6732	2,022.6732	0.0981	4.7900e-003	2,026.5531

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.74	2.61	1.08	2.51	0.00	16.21	0.42	0.00	16.64	1.48	0.00	4.51	4.51	1.83	26.87	4.53

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/14/2022	5	10	
2	Site Preparation	Site Preparation	1/15/2022	2/28/2022	5	31	
3	Grading	Grading	2/1/2022	5/31/2022	5	86	
4	Building Construction	Building Construction	5/1/2022	5/31/2023	5	283	
5	Paving	Paving	1/1/2023	1/31/2023	5	22	
6	Architectural Coating	Architectural Coating	11/1/2022	5/31/2023	5	152	

Acres of Grading (Site Preparation Phase): 15.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 37,500; Non-Residential Outdoor: 12,500; Striped Parking Area: 933 (Architectural Coating – sqft)

OffRoad Equipment

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	38.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	126.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	17.00	7.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

3.1 Mitigation Measures Construction**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					
Fugitive Dust					0.8391	0.0000	0.8391	0.1271	0.0000	0.1271			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.8391	0.3375	1.1766	0.1271	0.3225	0.4496		1,147.9025	1,147.9025	0.2119		1,153.2001

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0282	0.9324	0.1882	2.9600e-003	0.0664	3.3100e-003	0.0697	0.0182	3.1600e-003	0.0214		312.2314	312.2314	0.0134		312.5667
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0411	0.0349	0.3065	7.6000e-004	0.0822	6.4000e-004	0.0828	0.0218	5.9000e-004	0.0224		75.7446	75.7446	2.7200e-003		75.8126
Total	0.0692	0.9672	0.4947	3.7200e-003	0.1486	3.9500e-003	0.1525	0.0400	3.7500e-003	0.0438		387.9760	387.9760	0.0161		388.3794

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					0.8391	0.0000	0.8391	0.1271	0.0000	0.1271			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.8391	0.3375	1.1766	0.1271	0.3225	0.4496	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0282	0.9324	0.1882	2.9600e-003	0.0664	3.3100e-003	0.0697	0.0182	3.1600e-003	0.0214		312.2314	312.2314	0.0134		312.5667
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0411	0.0349	0.3065	7.6000e-004	0.0822	6.4000e-004	0.0828	0.0218	5.9000e-004	0.0224		75.7446	75.7446	2.7200e-003		75.8126
Total	0.0692	0.9672	0.4947	3.7200e-003	0.1486	3.9500e-003	0.1525	0.0400	3.7500e-003	0.0438		387.9760	387.9760	0.0161		388.3794

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.5303	0.2573	0.7876	0.0573	0.2367	0.2940		942.5179	942.5179	0.3048		950.1386

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0205	0.0174	0.1533	3.8000e-004	0.0411	3.2000e-004	0.0414	0.0109	2.9000e-004	0.0112		37.8723	37.8723	1.3600e-003		37.9063
Total	0.0205	0.0174	0.1533	3.8000e-004	0.0411	3.2000e-004	0.0414	0.0109	2.9000e-004	0.0112		37.8723	37.8723	1.3600e-003		37.9063

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	0.5797	6.9332	3.9597	9.7300e-003	0.5303	0.2573	0.7876	0.0573	0.2367	0.2940	0.0000	942.5179	942.5179	0.3048		950.1386

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0205	0.0174	0.1533	3.8000e-004	0.0411	3.2000e-004	0.0414	0.0109	2.9000e-004	0.0112		37.8723	37.8723	1.3600e-003		37.9063
Total	0.0205	0.0174	0.1533	3.8000e-004	0.0411	3.2000e-004	0.0414	0.0109	2.9000e-004	0.0112		37.8723	37.8723	1.3600e-003		37.9063

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					0.7546	0.0000	0.7546	0.4141	0.0000	0.4141			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.7546	0.3375	1.0921	0.4141	0.3225	0.7366		1,147.9025	1,147.9025	0.2119		1,153.2001

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0109	0.3595	0.0725	1.1400e-003	0.0256	1.2700e-003	0.0269	7.0200e-003	1.2200e-003	8.2400e-003		120.3830	120.3830	5.1700e-003		120.5123
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0411	0.0349	0.3065	7.6000e-004	0.0822	6.4000e-004	0.0828	0.0218	5.9000e-004	0.0224		75.7446	75.7446	2.7200e-003		75.8126
Total	0.0519	0.3943	0.3791	1.9000e-003	0.1078	1.9100e-003	0.1097	0.0288	1.8100e-003	0.0306		196.1276	196.1276	7.8900e-003		196.3249

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					0.7546	0.0000	0.7546	0.4141	0.0000	0.4141			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.7546	0.3375	1.0921	0.4141	0.3225	0.7366	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0109	0.3595	0.0725	1.1400e-003	0.0256	1.2700e-003	0.0269	7.0200e-003	1.2200e-003	8.2400e-003		120.3830	120.3830	5.1700e-003		120.5123
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0411	0.0349	0.3065	7.6000e-004	0.0822	6.4000e-004	0.0828	0.0218	5.9000e-004	0.0224		75.7446	75.7446	2.7200e-003		75.8126
Total	0.0519	0.3943	0.3791	1.9000e-003	0.1078	1.9100e-003	0.1097	0.0288	1.8100e-003	0.0306		196.1276	196.1276	7.8900e-003		196.3249

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652

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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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0247	0.7516	0.1911	1.9400e-003	0.0474	2.1700e-003	0.0496	0.0136	2.0800e-003	0.0157		203.2408	203.2408	0.0114		203.5257
Worker	0.0698	0.0592	0.5211	1.2900e-003	0.1397	1.0900e-003	0.1407	0.0370	1.0000e-003	0.0380		128.7659	128.7659	4.6200e-003		128.8815
Total	0.0945	0.8108	0.7122	3.2300e-003	0.1871	3.2600e-003	0.1903	0.0507	3.0800e-003	0.0538		332.0067	332.0067	0.0160		332.4072

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0247	0.7516	0.1911	1.9400e-003	0.0474	2.1700e-003	0.0496	0.0136	2.0800e-003	0.0157		203.2408	203.2408	0.0114		203.5257
Worker	0.0698	0.0592	0.5211	1.2900e-003	0.1397	1.0900e-003	0.1407	0.0370	1.0000e-003	0.0380		128.7659	128.7659	4.6200e-003		128.8815
Total	0.0945	0.8108	0.7122	3.2300e-003	0.1871	3.2600e-003	0.1903	0.0507	3.0800e-003	0.0538		332.0067	332.0067	0.0160		332.4072

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

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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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0186	0.6183	0.1618	1.9000e-003	0.0474	9.2000e-004	0.0483	0.0136	8.8000e-004	0.0145		199.6189	199.6189	8.8100e-003		199.8392
Worker	0.0650	0.0531	0.4742	1.2500e-003	0.1397	1.0500e-003	0.1407	0.0370	9.7000e-004	0.0380		123.9861	123.9861	4.1200e-003		124.0890
Total	0.0836	0.6714	0.6360	3.1500e-003	0.1871	1.9700e-003	0.1890	0.0507	1.8500e-003	0.0525		323.6049	323.6049	0.0129		323.9282

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402

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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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0186	0.6183	0.1618	1.9000e-003	0.0474	9.2000e-004	0.0483	0.0136	8.8000e-004	0.0145		199.6189	199.6189	8.8100e-003		199.8392
Worker	0.0650	0.0531	0.4742	1.2500e-003	0.1397	1.0500e-003	0.1407	0.0370	9.7000e-004	0.0380		123.9861	123.9861	4.1200e-003		124.0890
Total	0.0836	0.6714	0.6360	3.1500e-003	0.1871	1.9700e-003	0.1890	0.0507	1.8500e-003	0.0525		323.6049	323.6049	0.0129		323.9282

3.6 Paving - 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	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0429					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6540	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331

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3.6 Paving - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0562	0.5021	1.3200e-003	0.1479	1.1200e-003	0.1490	0.0392	1.0300e-003	0.0403		131.2794	131.2794	4.3600e-003		131.3883
Total	0.0688	0.0562	0.5021	1.3200e-003	0.1479	1.1200e-003	0.1490	0.0392	1.0300e-003	0.0403		131.2794	131.2794	4.3600e-003		131.3883

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	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0429					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6540	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

3.6 Paving - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0562	0.5021	1.3200e-003	0.1479	1.1200e-003	0.1490	0.0392	1.0300e-003	0.0403		131.2794	131.2794	4.3600e-003		131.3883
Total	0.0688	0.0562	0.5021	1.3200e-003	0.1479	1.1200e-003	0.1490	0.0392	1.0300e-003	0.0403		131.2794	131.2794	4.3600e-003		131.3883

3.7 Architectural Coating - 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					
Archit. Coating	1.5674					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	1.7719	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

3.7 Architectural Coating - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0123	0.0105	0.0920	2.3000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.8000e-004	6.7100e-003		22.7234	22.7234	8.2000e-004		22.7438
Total	0.0123	0.0105	0.0920	2.3000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.8000e-004	6.7100e-003		22.7234	22.7234	8.2000e-004		22.7438

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	1.5674					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	1.7719	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

3.7 Architectural Coating - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0123	0.0105	0.0920	2.3000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.8000e-004	6.7100e-003		22.7234	22.7234	8.2000e-004		22.7438
Total	0.0123	0.0105	0.0920	2.3000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.8000e-004	6.7100e-003		22.7234	22.7234	8.2000e-004		22.7438

3.7 Architectural Coating - 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					
Archit. Coating	1.5674					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	1.7590	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

3.7 Architectural Coating - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0115	9.3700e-003	0.0837	2.2000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.7000e-004	6.7100e-003		21.8799	21.8799	7.3000e-004		21.8981
Total	0.0115	9.3700e-003	0.0837	2.2000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.7000e-004	6.7100e-003		21.8799	21.8799	7.3000e-004		21.8981

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	1.5674					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	1.7590	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

3.7 Architectural Coating - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0115	9.3700e-003	0.0837	2.2000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.7000e-004	6.7100e-003		21.8799	21.8799	7.3000e-004		21.8981
Total	0.0115	9.3700e-003	0.0837	2.2000e-004	0.0246	1.9000e-004	0.0248	6.5400e-003	1.7000e-004	6.7100e-003		21.8799	21.8799	7.3000e-004		21.8981

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5422	2.7497	5.9087	0.0174	1.3924	0.0147	1.4070	0.3729	0.0137	0.3865		1,761.2147	1,761.2147	0.0930		1,763.5385
Unmitigated	0.5422	2.7497	5.9087	0.0174	1.3924	0.0147	1.4070	0.3729	0.0137	0.3865		1,761.2147	1,761.2147	0.0930		1,763.5385

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Hotel	343.14	343.98	249.90	626,863	626,863
Total	343.14	343.98	249.90	626,863	626,863

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786
Hotel	0.552293	0.026858	0.203057	0.118966	0.019018	0.004857	0.019364	0.041479	0.003068	0.002366	0.006793	0.001094	0.000786

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0240	0.2179	0.1830	1.3100e-003		0.0166	0.0166		0.0166	0.0166		261.4182	261.4182	5.0100e-003	4.7900e-003	262.9717
NaturalGas Unmitigated	0.0327	0.2975	0.2499	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.0508	357.0508	6.8400e-003	6.5500e-003	359.1725

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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					
Hotel	3034.93	0.0327	0.2975	0.2499	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.0508	357.0508	6.8400e-003	6.5500e-003	359.1725
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0327	0.2975	0.2499	1.7900e-003		0.0226	0.0226		0.0226	0.0226		357.0508	357.0508	6.8400e-003	6.5500e-003	359.1725

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					
Hotel	2.22205	0.0240	0.2179	0.1830	1.3100e-003		0.0166	0.0166		0.0166	0.0166		261.4182	261.4182	5.0100e-003	4.7900e-003	262.9717
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0240	0.2179	0.1830	1.3100e-003		0.0166	0.0166		0.0166	0.0166		261.4182	261.4182	5.0100e-003	4.7900e-003	262.9717

6.0 Area Detail**6.1 Mitigation Measures Area**

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6075	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429
Unmitigated	0.6075	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0653					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7300e-003	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429
Total	0.6075	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0653					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7300e-003	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429
Total	0.6075	1.7000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0403	0.0403	1.1000e-004		0.0429

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Avid Hotel Project - Monterey Bay Unified APCD Air District, Winter

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

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

Equipment Type	Number
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11.0 Vegetation
