**NEWPORT HYATT REGENCY: Construction Information- *Revised***

1) Cut = 40,000 cubic yards
   Fill = 16,000 cubic yards
   Net Export = 24,000 cubic yards

2) Average 6 truck per hour or 48 trucks per day based on an 8 hour day (avg.)

3) Dirt Haul Travel Distance: 8.40 miles based on distance from site to Frank Bowerman Landfill (11002 Bee Canyon Access Road in Irvine).

4) Average Truck capacity = 10 cubic yards

5) Construction start date: submittal date + 24 months*
   Construction end date: submittal date + 46 ½ months (3 years 10 ½ months)

*24 months is the estimated timeline for the approval process previously submitted

6) Duration of each phase:

| Phase | Duration |
|---|---|
| Demolition | 4 months |
| Grading | 10 weeks |
| Building Construction | 16 months |

7) Maximum work hours per Newport Beach Municipal Code (10.28.040) 7:00 am - 6:30 pm, Monday –Friday; 8:00 am – 6:00 pm Saturday.

8) Maximum Number of Construction Vehicles and Types by Phase:

| **Phase** | **Vehicle Type** | **Number of Vehicles per Day** |
|---|---|---|
| **Demolition** | Excavator | 2 |
| | Bulldozer | 2 |
| | Backhoe with Concrete breaker | 2 |
| | 10-Wheeler Dump Truck | 2 |
| | Street Sweeper | 1 |
| | Water Truck | 1 |
| | *Subtotal for Demolition Phase* | **10** |

| **Phase** | **Vehicle Type** | **Number of Vehicles per Day** |
|---|---|---|
| **Grading** | Excavator | 2 |
| | Backhoe | 2 |
| | Loader | 2 |
| | Graders | 2 |
| | Water Trucks | 2 |
| | Street Sweeper | 1 |
| | *Subtotal for Grading Phase* | **11** |

| **Phase** | **Vehicle Type** | **Number of Vehicles per Day** |
|---|---|---|
| **Construction** | Backhoe | 2 |
| | Reach Forklift | 2 |
| | Truck Cranes | 2 |
| | Air Compressor | 2 |
| | Cement Trucks | 2 |
| | Cement Pumps | 2 |
| | Bob Cat Tractors | 1 |
| | Power Floats (for concrete finishing) | 1 |
| | *Subtotal for Construction Phase* | **14** |

9) Number of Construction Employees for each Phase:

| **Phase** | **Number of Employees** |
|---|---|
| Demolition | 30 |
| Grading | 30 |
| Building Construction | 50 |

10) Number of Material Delivery truck per DAY: 1-5**

11) Areas & Heights of Demolished Buildings:

| **Building** | **Area (square feet)** | **Height** |
|---|---|---|
| Terrace Room | 3,192 | 1-story |
| Villas | 4,545 | 2-stories |
| Maintenance Building | 3,932 | 1-story |
| Total Demolition | **11,669** | |

**9-10 are based on estimates from the project manager of the Fairmont Newport hotel renovation which is similar in scope and scale.

# Construction Debris Volume Assumptions - Hyatt Regency at Newport Beach Expansion

| Building | Area (square feet) | Height | |
|---|---|---|---|
| Terrace Room | 3,192 | 12 | 38304 |
| Villas | 4,545 | 24 | 109080 |
| Maintenance Building | 3,932 | 12 | 47184 |
| | 11,669 | 16.6739 | 194,568 |
| | 108.0231 | | |

| | |
|---|---|
| Building Area (SF) | 11,669 |
| Debris Volume Factor1 (SqFt area per CuYd debris) | 50 |
| **Debris Volume (CuYd)** | **233** |

[1] National Construction Estimator, 1995, (i.e. 50 sq. ft. of building produces 1 CuYd. of debris)

**12/4/2007 03:52:06 PM**

Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: P:\CNB-09.0E\Technical Studies\Air_Modeling\New Urbemis2007Hyatt.urb9
Project Name: Hyatt Newport
Project Location: Orange County
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (lbs/day unmitigated) | 9.46 | 75.59 | 38.98 | 0.02 | 80.09 | 4.68 | 84.77 | 16.74 | 4.30 | 21.04 | 7,701.37 |
| 2009 TOTALS (lbs/day mitigated) | 9.46 | 75.59 | 38.98 | 0.02 | 12.70 | 4.68 | 17.38 | 2.66 | 4.30 | 6.97 | 7,701.37 |
| 2010 TOTALS (lbs/day unmitigated) | 8.78 | 70.09 | 37.87 | 0.02 | 80.09 | 4.33 | 84.42 | 16.74 | 3.98 | 20.72 | 7,701.25 |
| 2010 TOTALS (lbs/day mitigated) | 8.78 | 70.09 | 37.87 | 0.02 | 12.70 | 4.33 | 17.03 | 2.66 | 3.98 | 6.65 | 7,701.25 |
| 2011 TOTALS (lbs/day unmitigated) | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |
| 2011 TOTALS (lbs/day mitigated) | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 4.51 | 1.03 | 3.61 | 0.00 | 0.01 | 0.01 | 1,250.31 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 4.80 | 5.59 | 57.22 | 0.07 | 11.52 | 2.22 | 6,823.85 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 9.31 | 6.62 | 60.83 | 0.07 | 11.53 | 2.23 | 8,074.16 |

**12/4/2007 03:52:06 PM**

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 6/3/2009-10/2/2009 Active | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Demolition 06/03/2009-10/03/2009 | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 1.73 | 0.00 | 1.73 | 0.00 |
| Demo Off Road Diesel | 4.45 | 32.63 | 16.91 | 0.00 | 0.00 | 2.10 | 2.10 | 0.00 | 1.93 | 1.93 | 2,904.73 |
| Demo On Road Diesel | 0.66 | 9.23 | 3.37 | 0.01 | 0.04 | 0.37 | 0.41 | 0.01 | 0.34 | 0.36 | 1,167.26 |
| Demo Worker Trips | 0.08 | 0.16 | 2.64 | 0.00 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 311.21 |
| Time Slice 10/5/2009-12/31/2009 | 9.46 | **75.59** | 38.98 | **0.02** | **80.09** | 4.68 | **84.77** | **16.74** | 4.30 | **21.04** | **7,701.37** |
| Mass Grading 10/04/2009- | 9.46 | 75.59 | 38.98 | 0.02 | 80.09 | 4.68 | 84.77 | 16.74 | 4.30 | 21.04 | 7,701.37 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 0.00 | 80.00 | 16.71 | 0.00 | 16.71 | 0.00 |
| Mass Grading Off Road Diesel | 8.12 | 58.09 | 29.47 | 0.00 | 0.00 | 3.97 | 3.97 | 0.00 | 3.65 | 3.65 | 5,136.99 |
| Mass Grading On Road Diesel | 1.24 | 17.32 | 6.33 | 0.02 | 0.07 | 0.70 | 0.77 | 0.02 | 0.64 | 0.67 | 2,190.93 |
| Mass Grading Worker Trips | 0.10 | 0.19 | 3.17 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.45 |
| Time Slice 1/1/2010-1/19/2010 Active | 8.78 | 70.09 | 37.87 | **0.02** | **80.09** | 4.33 | 84.42 | **16.74** | 3.98 | 20.72 | 7,701.25 |
| Mass Grading 10/04/2009- | 8.78 | 70.09 | 37.87 | 0.02 | 80.09 | 4.33 | 84.42 | 16.74 | 3.98 | 20.72 | 7,701.25 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 0.00 | 80.00 | 16.71 | 0.00 | 16.71 | 0.00 |
| Mass Grading Off Road Diesel | 7.53 | 54.18 | 29.15 | 0.00 | 0.00 | 3.70 | 3.70 | 0.00 | 3.40 | 3.40 | 5,136.99 |
| Mass Grading On Road Diesel | 1.15 | 15.73 | 5.76 | 0.02 | 0.07 | 0.62 | 0.70 | 0.02 | 0.57 | 0.60 | 2,190.93 |
| Mass Grading Worker Trips | 0.09 | 0.17 | 2.95 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.33 |
| Time Slice 1/20/2010-12/31/2010 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building 01/20/2010-07/20/2011 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building Off Road Diesel | 6.87 | 39.19 | 22.77 | 0.00 | 0.00 | 2.79 | 2.79 | 0.00 | 2.57 | 2.57 | 3,645.17 |
| Building Vendor Trips | 0.18 | 2.16 | 1.63 | 0.00 | 0.01 | 0.09 | 0.10 | 0.00 | 0.08 | 0.08 | 409.22 |
| Building Worker Trips | 0.22 | 0.41 | 6.98 | 0.01 | 0.04 | 0.02 | 0.06 | 0.02 | 0.02 | 0.03 | 882.46 |
| Time Slice 1/3/2011-1/19/2011 Active | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |

**12/4/2007 03:52:06 PM**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/20/2011-3/18/2011 Active | 11.02 | 64.81 | 45.81 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,111.76 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Time Slice 3/21/2011-7/20/2011 Active | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Coating 03/20/2011-07/20/2011 | 11.43 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |
| Architectural Coating | 11.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |

**12/4/2007 03:52:06 PM**

Phase Assumptions

Phase: Demolition 6/3/2009 - 10/3/2009 - Default Demolition Description
Building Volume Total (cubic feet): 194788.8
Building Volume Daily (cubic feet): 19828.8
On Road Truck Travel (VMT): 275.4
Off-Road Equipment:
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
1 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 1/19/2010 - Default Mass Site Grading/Excavation Description
Total Acres Disturbed: 14
Maximum Daily Acreage Disturbed: 4
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 516.92
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
2 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
4 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
2 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/20/2011 - 7/20/2011 - Default Paving Description
Acres to be Paved: 3
Off-Road Equipment:
2 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

**12/4/2007 03:52:06 PM**

Phase: Building Construction 1/20/2010 - 7/20/2011 - Default Building Construction Description
Off-Road Equipment:
2 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
2 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 3/20/2011 - 7/20/2011 - Default Architectural Coating Description
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 6/3/2009-10/2/2009 Active | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Demolition 06/03/2009-10/03/2009 | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 1.73 | 0.00 | 1.73 | 0.00 |
| Demo Off Road Diesel | 4.45 | 32.63 | 16.91 | 0.00 | 0.00 | 2.10 | 2.10 | 0.00 | 1.93 | 1.93 | 2,904.73 |
| Demo On Road Diesel | 0.66 | 9.23 | 3.37 | 0.01 | 0.04 | 0.37 | 0.41 | 0.01 | 0.34 | 0.36 | 1,167.26 |
| Demo Worker Trips | 0.08 | 0.16 | 2.64 | 0.00 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 311.21 |
| Time Slice 10/5/2009-12/31/2009 | 9.46 | **75.59** | 38.98 | **0.02** | 12.70 | 4.68 | 17.38 | 2.66 | 4.30 | 6.97 | **7,701.37** |
| Mass Grading 10/04/2009- | 9.46 | 75.59 | 38.98 | 0.02 | 12.70 | 4.68 | 17.38 | 2.66 | 4.30 | 6.97 | 7,701.37 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 12.61 | 0.00 | 12.61 | 2.63 | 0.00 | 2.63 | 0.00 |
| Mass Grading Off Road Diesel | 8.12 | 58.09 | 29.47 | 0.00 | 0.00 | 3.97 | 3.97 | 0.00 | 3.65 | 3.65 | 5,136.99 |
| Mass Grading On Road Diesel | 1.24 | 17.32 | 6.33 | 0.02 | 0.07 | 0.70 | 0.77 | 0.02 | 0.64 | 0.67 | 2,190.93 |
| Mass Grading Worker Trips | 0.10 | 0.19 | 3.17 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.45 |

**12/4/2007 03:52:06 PM**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-1/19/2010 Active | 8.78 | 70.09 | 37.87 | **0.02** | 12.70 | 4.33 | 17.03 | 2.66 | 3.98 | 6.65 | 7,701.25 |
| Mass Grading 10/04/2009- | 8.78 | 70.09 | 37.87 | 0.02 | 12.70 | 4.33 | 17.03 | 2.66 | 3.98 | 6.65 | 7,701.25 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 12.61 | 0.00 | 12.61 | 2.63 | 0.00 | 2.63 | 0.00 |
| Mass Grading Off Road Diesel | 7.53 | 54.18 | 29.15 | 0.00 | 0.00 | 3.70 | 3.70 | 0.00 | 3.40 | 3.40 | 5,136.99 |
| Mass Grading On Road Diesel | 1.15 | 15.73 | 5.76 | 0.02 | 0.07 | 0.62 | 0.70 | 0.02 | 0.57 | 0.60 | 2,190.93 |
| Mass Grading Worker Trips | 0.09 | 0.17 | 2.95 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.33 |
| Time Slice 1/20/2010-12/31/2010 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building 01/20/2010-07/20/2011 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building Off Road Diesel | 6.87 | 39.19 | 22.77 | 0.00 | 0.00 | 2.79 | 2.79 | 0.00 | 2.57 | 2.57 | 3,645.17 |
| Building Vendor Trips | 0.18 | 2.16 | 1.63 | 0.00 | 0.01 | 0.09 | 0.10 | 0.00 | 0.08 | 0.08 | 409.22 |
| Building Worker Trips | 0.22 | 0.41 | 6.98 | 0.01 | 0.04 | 0.02 | 0.06 | 0.02 | 0.02 | 0.03 | 882.46 |
| Time Slice 1/3/2011-1/19/2011 Active | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Time Slice 1/20/2011-3/18/2011 Active | 11.02 | 64.81 | 45.81 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,111.76 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 3/21/2011-7/20/2011 Active | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Coating 03/20/2011-07/20/2011 | 11.43 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |
| Architectural Coating | 11.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 1/19/2010 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| Natural Gas | 0.08 | 0.99 | 0.52 | 0.00 | 0.00 | 0.00 | 1,244.69 |
| Hearth - No Summer Emissions | | | | | | | |
| Landscape | 0.25 | 0.04 | 3.09 | 0.00 | 0.01 | 0.01 | 5.62 |
| Consumer Products | 3.90 | | | | | | |
| Architectural Coatings | 0.28 | | | | | | |
| TOTALS (lbs/day, unmitigated) | 4.51 | 1.03 | 3.61 | 0.00 | 0.01 | 0.01 | 1,250.31 |

**12/4/2007 03:52:06 PM**

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| Condo/townhouse general | 4.64 | 5.59 | 57.20 | 0.07 | 11.52 | 2.22 | 6,821.52 |
| Racquetball/health | 0.16 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.33 |
| TOTALS (lbs/day, unmitigated) | 4.80 | 5.59 | 57.22 | 0.07 | 11.52 | 2.22 | 6,823.85 |

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2012 Temperature (F): 80 Season: Summer
Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| Condo/townhouse general | 4.75 | 8.70 | dwelling units | 76.00 | 661.20 | 6,679.97 |
| Racquetball/health | | 0.01 | 1000 sq ft | 25.30 | 0.25 | 2.30 |
| | | | | | 661.45 | 6,682.27 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 51.2 | 0.6 | 99.2 | 0.2 |
| Light Truck < 3750 lbs | 7.0 | 1.4 | 95.7 | 2.9 |
| Light Truck 3751-5750 lbs | 24.0 | 0.4 | 99.6 | 0.0 |
| Med Truck 5751-8500 lbs | 10.7 | 0.0 | 100.0 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 81.2 | 18.8 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.5 | 0.0 | 60.0 | 40.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 0.9 | 0.0 | 22.2 | 77.8 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.2 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.0 | 0.0 | 0.0 | 0.0 |
| Motorcycle | 2.9 | 58.6 | 41.4 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 0.8 | 0.0 | 87.5 | 12.5 |

**12/4/2007 03:52:06 PM**

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 12.7 | 7.0 | 9.5 | 13.3 | 7.4 | 8.9 |
| Rural Trip Length (miles) | 17.6 | 12.1 | 14.9 | 15.4 | 9.6 | 12.6 |
| Trip speeds (mph) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| | | | | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Racquetball/health | | | | 5.0 | 2.5 | 92.5 |

Operational Changes to Defaults

**12/4/2007 03:52:14 PM**

Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: P:\CNB-09.0E\Technical Studies\Air_Modeling\New Urbemis2007Hyatt.urb9
Project Name: Hyatt Newport
Project Location: Orange County
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (lbs/day unmitigated) | 9.46 | 75.59 | 38.98 | 0.02 | 80.09 | 4.68 | 84.77 | 16.74 | 4.30 | 21.04 | 7,701.37 |
| 2009 TOTALS (lbs/day mitigated) | 9.46 | 75.59 | 38.98 | 0.02 | 12.70 | 4.68 | 17.38 | 2.66 | 4.30 | 6.97 | 7,701.37 |
| 2010 TOTALS (lbs/day unmitigated) | 8.78 | 70.09 | 37.87 | 0.02 | 80.09 | 4.33 | 84.42 | 16.74 | 3.98 | 20.72 | 7,701.25 |
| 2010 TOTALS (lbs/day mitigated) | 8.78 | 70.09 | 37.87 | 0.02 | 12.70 | 4.33 | 17.03 | 2.66 | 3.98 | 6.65 | 7,701.25 |
| 2011 TOTALS (lbs/day unmitigated) | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |
| 2011 TOTALS (lbs/day mitigated) | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 16.16 | 1.89 | 33.50 | 0.09 | 5.11 | 4.92 | 2,462.87 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 5.05 | 6.79 | 54.35 | 0.06 | 11.52 | 2.22 | 6,164.87 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 21.21 | 8.68 | 87.85 | 0.15 | 16.63 | 7.14 | 8,627.74 |

**12/4/2007 03:52:14 PM**

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 6/3/2009-10/2/2009 Active | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Demolition 06/03/2009-10/03/2009 | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 1.73 | 0.00 | 1.73 | 0.00 |
| Demo Off Road Diesel | 4.45 | 32.63 | 16.91 | 0.00 | 0.00 | 2.10 | 2.10 | 0.00 | 1.93 | 1.93 | 2,904.73 |
| Demo On Road Diesel | 0.66 | 9.23 | 3.37 | 0.01 | 0.04 | 0.37 | 0.41 | 0.01 | 0.34 | 0.36 | 1,167.26 |
| Demo Worker Trips | 0.08 | 0.16 | 2.64 | 0.00 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 311.21 |
| Time Slice 10/5/2009-12/31/2009 | 9.46 | **75.59** | 38.98 | **0.02** | **80.09** | 4.68 | **84.77** | **16.74** | 4.30 | **21.04** | **7,701.37** |
| Mass Grading 10/04/2009- | 9.46 | 75.59 | 38.98 | 0.02 | 80.09 | 4.68 | 84.77 | 16.74 | 4.30 | 21.04 | 7,701.37 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 0.00 | 80.00 | 16.71 | 0.00 | 16.71 | 0.00 |
| Mass Grading Off Road Diesel | 8.12 | 58.09 | 29.47 | 0.00 | 0.00 | 3.97 | 3.97 | 0.00 | 3.65 | 3.65 | 5,136.99 |
| Mass Grading On Road Diesel | 1.24 | 17.32 | 6.33 | 0.02 | 0.07 | 0.70 | 0.77 | 0.02 | 0.64 | 0.67 | 2,190.93 |
| Mass Grading Worker Trips | 0.10 | 0.19 | 3.17 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.45 |
| Time Slice 1/1/2010-1/19/2010 Active | 8.78 | 70.09 | 37.87 | **0.02** | **80.09** | 4.33 | 84.42 | **16.74** | 3.98 | 20.72 | 7,701.25 |
| Mass Grading 10/04/2009- | 8.78 | 70.09 | 37.87 | 0.02 | 80.09 | 4.33 | 84.42 | 16.74 | 3.98 | 20.72 | 7,701.25 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 0.00 | 80.00 | 16.71 | 0.00 | 16.71 | 0.00 |
| Mass Grading Off Road Diesel | 7.53 | 54.18 | 29.15 | 0.00 | 0.00 | 3.70 | 3.70 | 0.00 | 3.40 | 3.40 | 5,136.99 |
| Mass Grading On Road Diesel | 1.15 | 15.73 | 5.76 | 0.02 | 0.07 | 0.62 | 0.70 | 0.02 | 0.57 | 0.60 | 2,190.93 |
| Mass Grading Worker Trips | 0.09 | 0.17 | 2.95 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.33 |
| Time Slice 1/20/2010-12/31/2010 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building 01/20/2010-07/20/2011 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building Off Road Diesel | 6.87 | 39.19 | 22.77 | 0.00 | 0.00 | 2.79 | 2.79 | 0.00 | 2.57 | 2.57 | 3,645.17 |
| Building Vendor Trips | 0.18 | 2.16 | 1.63 | 0.00 | 0.01 | 0.09 | 0.10 | 0.00 | 0.08 | 0.08 | 409.22 |
| Building Worker Trips | 0.22 | 0.41 | 6.98 | 0.01 | 0.04 | 0.02 | 0.06 | 0.02 | 0.02 | 0.03 | 882.46 |
| Time Slice 1/3/2011-1/19/2011 Active | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |

**12/4/2007 03:52:14 PM**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/20/2011-3/18/2011 Active | 11.02 | 64.81 | 45.81 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,111.76 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Time Slice 3/21/2011-7/20/2011 Active | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Coating 03/20/2011-07/20/2011 | 11.43 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |
| Architectural Coating | 11.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |

**12/4/2007 03:52:14 PM**

Phase Assumptions

Phase: Demolition 6/3/2009 - 10/3/2009 - Default Demolition Description
Building Volume Total (cubic feet): 194788.8
Building Volume Daily (cubic feet): 19828.8
On Road Truck Travel (VMT): 275.4
Off-Road Equipment:
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
1 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 1/19/2010 - Default Mass Site Grading/Excavation Description
Total Acres Disturbed: 14
Maximum Daily Acreage Disturbed: 4
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 516.92
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
2 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
4 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
2 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/20/2011 - 7/20/2011 - Default Paving Description
Acres to be Paved: 3
Off-Road Equipment:
2 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

**12/4/2007 03:52:14 PM**

Phase: Building Construction 1/20/2010 - 7/20/2011 - Default Building Construction Description
Off-Road Equipment:
2 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
2 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 3/20/2011 - 7/20/2011 - Default Architectural Coating Description
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 6/3/2009-10/2/2009 Active | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Demolition 06/03/2009-10/03/2009 | 5.19 | 42.01 | 22.93 | 0.01 | 8.38 | 2.48 | 10.86 | 1.75 | 2.28 | 4.03 | 4,383.19 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 1.73 | 0.00 | 1.73 | 0.00 |
| Demo Off Road Diesel | 4.45 | 32.63 | 16.91 | 0.00 | 0.00 | 2.10 | 2.10 | 0.00 | 1.93 | 1.93 | 2,904.73 |
| Demo On Road Diesel | 0.66 | 9.23 | 3.37 | 0.01 | 0.04 | 0.37 | 0.41 | 0.01 | 0.34 | 0.36 | 1,167.26 |
| Demo Worker Trips | 0.08 | 0.16 | 2.64 | 0.00 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 311.21 |
| Time Slice 10/5/2009-12/31/2009 | 9.46 | **75.59** | 38.98 | **0.02** | 12.70 | 4.68 | 17.38 | 2.66 | 4.30 | 6.97 | **7,701.37** |
| Mass Grading 10/04/2009- | 9.46 | 75.59 | 38.98 | 0.02 | 12.70 | 4.68 | 17.38 | 2.66 | 4.30 | 6.97 | 7,701.37 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 12.61 | 0.00 | 12.61 | 2.63 | 0.00 | 2.63 | 0.00 |
| Mass Grading Off Road Diesel | 8.12 | 58.09 | 29.47 | 0.00 | 0.00 | 3.97 | 3.97 | 0.00 | 3.65 | 3.65 | 5,136.99 |
| Mass Grading On Road Diesel | 1.24 | 17.32 | 6.33 | 0.02 | 0.07 | 0.70 | 0.77 | 0.02 | 0.64 | 0.67 | 2,190.93 |
| Mass Grading Worker Trips | 0.10 | 0.19 | 3.17 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.45 |

**12/4/2007 03:52:14 PM**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-1/19/2010 Active | 8.78 | 70.09 | 37.87 | **0.02** | 12.70 | 4.33 | 17.03 | 2.66 | 3.98 | 6.65 | 7,701.25 |
| Mass Grading 10/04/2009- | 8.78 | 70.09 | 37.87 | 0.02 | 12.70 | 4.33 | 17.03 | 2.66 | 3.98 | 6.65 | 7,701.25 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 12.61 | 0.00 | 12.61 | 2.63 | 0.00 | 2.63 | 0.00 |
| Mass Grading Off Road Diesel | 7.53 | 54.18 | 29.15 | 0.00 | 0.00 | 3.70 | 3.70 | 0.00 | 3.40 | 3.40 | 5,136.99 |
| Mass Grading On Road Diesel | 1.15 | 15.73 | 5.76 | 0.02 | 0.07 | 0.62 | 0.70 | 0.02 | 0.57 | 0.60 | 2,190.93 |
| Mass Grading Worker Trips | 0.09 | 0.17 | 2.95 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.33 |
| | | | | | | | | | | | |
| Time Slice 1/20/2010-12/31/2010 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building 01/20/2010-07/20/2011 | 7.27 | 41.75 | 31.37 | 0.01 | 0.06 | 2.90 | 2.96 | 0.02 | 2.67 | 2.69 | 4,936.85 |
| Building Off Road Diesel | 6.87 | 39.19 | 22.77 | 0.00 | 0.00 | 2.79 | 2.79 | 0.00 | 2.57 | 2.57 | 3,645.17 |
| Building Vendor Trips | 0.18 | 2.16 | 1.63 | 0.00 | 0.01 | 0.09 | 0.10 | 0.00 | 0.08 | 0.08 | 409.22 |
| Building Worker Trips | 0.22 | 0.41 | 6.98 | 0.01 | 0.04 | 0.02 | 0.06 | 0.02 | 0.02 | 0.03 | 882.46 |
| | | | | | | | | | | | |
| Time Slice 1/3/2011-1/19/2011 Active | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| | | | | | | | | | | | |
| Time Slice 1/20/2011-3/18/2011 Active | 11.02 | 64.81 | 45.81 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,111.76 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |

**12/4/2007 03:52:14 PM**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 3/21/2011-7/20/2011 Active | 22.45 | 64.82 | 46.10 | 0.02 | 0.07 | 5.02 | 5.09 | 0.02 | 4.62 | 4.64 | 7,151.08 |
| Asphalt 01/20/2011-07/20/2011 | 4.29 | 25.47 | 15.72 | 0.00 | 0.01 | 2.25 | 2.26 | 0.00 | 2.07 | 2.07 | 2,175.13 |
| Paving Off-Gas | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.17 | 25.17 | 14.26 | 0.00 | 0.00 | 2.24 | 2.24 | 0.00 | 2.06 | 2.06 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.23 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 35.11 |
| Paving Worker Trips | 0.04 | 0.08 | 1.38 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 186.62 |
| Building 01/20/2010-07/20/2011 | 6.73 | 39.33 | 30.10 | 0.01 | 0.06 | 2.77 | 2.83 | 0.02 | 2.55 | 2.57 | 4,936.63 |
| Building Off Road Diesel | 6.36 | 37.02 | 22.07 | 0.00 | 0.00 | 2.67 | 2.67 | 0.00 | 2.46 | 2.46 | 3,645.17 |
| Building Vendor Trips | 0.16 | 1.94 | 1.51 | 0.00 | 0.01 | 0.08 | 0.09 | 0.00 | 0.07 | 0.08 | 409.21 |
| Building Worker Trips | 0.20 | 0.37 | 6.51 | 0.01 | 0.04 | 0.02 | 0.07 | 0.02 | 0.02 | 0.04 | 882.25 |
| Coating 03/20/2011-07/20/2011 | 11.43 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |
| Architectural Coating | 11.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.02 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 39.32 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 1/19/2010 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

| Source | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| Natural Gas | 0.08 | 0.99 | 0.52 | 0.00 | 0.00 | 0.00 | 1,244.69 |
| Hearth | 11.90 | 0.90 | 32.98 | 0.09 | 5.11 | 4.92 | 1,218.18 |
| Landscaping - No Winter Emissions | | | | | | | |
| Consumer Products | 3.90 | | | | | | |
| Architectural Coatings | 0.28 | | | | | | |
| TOTALS (lbs/day, unmitigated) | 16.16 | 1.89 | 33.50 | 0.09 | 5.11 | 4.92 | 2,462.87 |

**12/4/2007 03:52:14 PM**

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| Condo/townhouse general | 4.97 | 6.79 | 54.33 | 0.06 | 11.52 | 2.22 | 6,162.77 |
| Racquetball/health | 0.08 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 2.10 |
| TOTALS (lbs/day, unmitigated) | 5.05 | 6.79 | 54.35 | 0.06 | 11.52 | 2.22 | 6,164.87 |

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2012 Temperature (F): 60 Season: Winter
Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| Condo/townhouse general | 4.75 | 8.70 | dwelling units | 76.00 | 661.20 | 6,679.97 |
| Racquetball/health | | 0.01 | 1000 sq ft | 25.30 | 0.25 | 2.30 |
| | | | | | 661.45 | 6,682.27 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 51.2 | 0.6 | 99.2 | 0.2 |
| Light Truck < 3750 lbs | 7.0 | 1.4 | 95.7 | 2.9 |
| Light Truck 3751-5750 lbs | 24.0 | 0.4 | 99.6 | 0.0 |
| Med Truck 5751-8500 lbs | 10.7 | 0.0 | 100.0 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 81.2 | 18.8 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.5 | 0.0 | 60.0 | 40.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 0.9 | 0.0 | 22.2 | 77.8 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.2 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.0 | 0.0 | 0.0 | 0.0 |
| Motorcycle | 2.9 | 58.6 | 41.4 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 0.8 | 0.0 | 87.5 | 12.5 |

**12/4/2007 03:52:14 PM**

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 12.7 | 7.0 | 9.5 | 13.3 | 7.4 | 8.9 |
| Rural Trip Length (miles) | 17.6 | 12.1 | 14.9 | 15.4 | 9.6 | 12.6 |
| Trip speeds (mph) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| | | | | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| Racquetball/health | | | | 5.0 | 2.5 | 92.5 |

Operational Changes to Defaults

**12/4/2007 03:52:23 PM**

Urbemis 2007 Version 9.2.2

Combined Annual Emissions Reports (Tons/Year)

File Name: P:\CNB-09.0E\Technical Studies\Air_Modeling\New Urbemis2007Hyatt.urb9
Project Name: Hyatt Newport
Project Location: Orange County
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (tons/year unmitigated) | 0.53 | 4.27 | 2.26 | 0.00 | 2.93 | 0.26 | 3.19 | 0.61 | 0.24 | 0.85 | 439.30 |
| 2009 TOTALS (tons/year mitigated) | 0.53 | 4.27 | 2.26 | 0.00 | 0.78 | 0.26 | 1.03 | 0.16 | 0.24 | 0.40 | 439.30 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 73.56 | 0.00 | 67.59 | 73.52 | 0.00 | 52.94 | 0.00 |
| | | | | | | | | | | | |
| 2010 TOTALS (tons/year unmitigated) | 0.96 | 5.63 | 4.14 | 0.00 | 0.53 | 0.39 | 0.92 | 0.11 | 0.36 | 0.47 | 662.23 |
| 2010 TOTALS (tons/year mitigated) | 0.96 | 5.63 | 4.14 | 0.00 | 0.09 | 0.39 | 0.48 | 0.02 | 0.36 | 0.38 | 662.23 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 83.04 | 0.00 | 47.85 | 82.22 | 0.00 | 19.56 | 0.00 |
| | | | | | | | | | | | |
| 2011 TOTALS (tons/year unmitigated) | 1.26 | 4.47 | 3.19 | 0.00 | 0.00 | 0.34 | 0.35 | 0.00 | 0.32 | 0.32 | 496.08 |
| 2011 TOTALS (tons/year mitigated) | 1.26 | 4.47 | 3.19 | 0.00 | 0.00 | 0.34 | 0.35 | 0.00 | 0.32 | 0.32 | 496.08 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 0.96 | 0.20 | 1.07 | 0.00 | 0.06 | 0.06 | 237.95 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 0.89 | 1.09 | 10.26 | 0.01 | 2.10 | 0.41 | 1,205.26 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 1.85 | 1.29 | 11.33 | 0.01 | 2.16 | 0.47 | 1,443.21 |

# Construction Localized Significance Thresholds Screening Level Analysis - Hyatt Regency at Newport Beach

| SRA No. | Acres | Source Receptor Distance (meters) | Source Receptor Distance (feet) |
|---|---|---|---|
| 20 | 5 | 61 | 200 |

| | | | | | |
|---|---|---|---|---|---|
| **Source Receptor Area** | **Central Orange County Coastal** | | | | |
| Distance (meters) | 61 | | PM10 | PM2.5 | |
| **NOx** | **339** | Grading | | | |
| **CO** | **1293** | Exhaust | | | |
| **PM10** | **58** | | | | 4 |
| **PM2.5** | **13** | | | | |

| | NOx | CO | PM10 | PM2.5 |
|---|---|---|---|---|
| Demolition | 42 | 23 | 11 | 4 |
| Site Grading | 76 | 39 | 17 | 7 |
| Building Construction | 65 | 46 | 5 | 5 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Acres | **25** | **50** | **100** | **200** | **500** |
| NOx | 5 | 335 | 335 | 354 | 390 | 484 |
| | 5 | 335 | 335 | 354 | 390 | 484 |
| | | 335 | 335 | 354 | 390 | 484 |
| CO | 5 | 950 | 1124 | 1894 | 3269 | 7890 |
| | 5 | 950 | 1124 | 1894 | 3269 | 7890 |
| | | 950 | 1124 | 1894 | 3269 | 7890 |
| PM10 | 5 | 14 | 43 | 109 | 174 | 239 |
| | 5 | 14 | 43 | 109 | 174 | 239 |
| | | 14 | 43 | 109 | 174 | 239 |
| PM2.5 | 5 | 9 | 11 | 18 | 35 | 101 |
| | 5 | 9 | 11 | 18 | 35 | 101 |
| | | 9 | 11 | 18 | 35 | 101 |

| | | NOx | CO | PM10 | PM2.5 |
|---|---|---|---|---|---|
| Demolition | | 42 | 23 | 11 | 4 |
| Site Grading | | 76 | 39 | 17 | 7 |
| Building Construction | | 65 | 46 | 5 | 5 |
| | 0 | 0 | 0 | 0 | 0 |
| LST Thresholds | | 339 | 1293 | 58 | 13 |
| Amount Exceeding Thresholds | | 0 | 0 | 0 | 0 |

Central Orange County Coastal

**5.00 Acres**

| | **25** | **50** | **100** | **200** | **500** |
|---|---|---|---|---|---|
| NOx | 335 | 335 | 354 | 390 | 484 |
| CO | 950 | 1124 | 1894 | 3269 | 7890 |
| PM10 | 14 | 43 | 109 | 174 | 239 |
| PM2.5 | 9 | 11 | 18 | 35 | 101 |

| **Acre Below** | | **Acre Above** | |
|---|---|---|---|
| SRA No. | Acres | SRA No. | Acres |
| 20 | 5 | 20 | 5 |
| **Distance Increment Below** | | | |
| 50 | | | |
| **Distance Increment Above** | | | |
| 100 | | | |

# Operation Localized Significance Thresholds - Hyatt Regency at Newport Beach

| SRA No. | Acres | Source Receptor Distance (meters) | Source Receptor Distance (feet) |
|---|---|---|---|
| 20 | 5 | 61 | 200 |

| | CO | NOx | PM10 | PM2.5 |
|---|---|---|---|---|
| Stationary Sources | 34 | 2 | 5 | 5 |
| Onsite Travel | 2.8 | 0.3 | 0.6 | 0.1 |

| **Source Receptor Area** | **Central Orange County Coastal** |
|---|---|
| Distance (meters) | 61 |
| **NOx** | **339** |
| **CO** | **1293** |
| **PM10** | **14** |
| **PM2.5** | **14** |

| | Acres | **25** | **50** | **100** | **200** | **500** |
|---|---|---|---|---|---|---|
| NOx | 5 | 335 | 335 | 354 | 390 | 484 |
| | 5 | 335 | 335 | 354 | 390 | 484 |
| | | 335 | 335 | 354 | 390 | 484 |
| CO | 5 | 950 | 1124 | 1894 | 3269 | 7890 |
| | 5 | 950 | 1124 | 1894 | 3269 | 7890 |
| | | 950 | 1124 | 1894 | 3269 | 7890 |
| PM10 | 5 | 3 | 10 | 26 | 42 | 57 |
| | 5 | 3 | 10 | 26 | 42 | 57 |
| | | 3 | 10 | 26 | 42 | 57 |
| PM2.5 | 5 | 3 | 10 | 26 | 42 | 57 |
| | 5 | 3 | 10 | 26 | 42 | 57 |
| | | 3 | 10 | 26 | 42 | 57 |

| | CO | NOx | PM10 | PM2.5 |
|---|---|---|---|---|
| Onsite Area Source Emissions | 37 | 2 | 6 | 5 |
| LST Thresholds | 1293 | 339 | 14 | 14 |
| Amount Exceeding Thresholds | 0 | 0 | 0 | 0 |
| | 1293 | | | |
| | 339 | | | |
| | 58 | | | |
| | 14 | | | |

Central Orange County Coastal

**5.00 Acres**

| | **25** | **50** | **100** | **200** | **500** |
|---|---|---|---|---|---|
| NOx | 335 | 335 | 354 | 390 | 484 |
| CO | 950 | 1124 | 1894 | 3269 | 7890 |
| PM10 | 3 | 10 | 26 | 42 | 57 |
| PM2.5 | 3 | 10 | 26 | 42 | 57 |

| | | | |
|---|---|---|---|
| Total VMT | 6,682 | Total Feet | 35,280,960 |
| Total Trips | 661 | Feet per trip travel onsit | 2640 |
| Total Feet Traveled onsite | 1,745,040 | Percent of MMT | 0.05 |

| | CO | NOx | PM10 | PM2.5 |
|---|---|---|---|---|
| Mobile-Source Emissions (highest) | 57 | 7 | 12 | 2 |
| % Mobile Source Emissions onsite | 2.8 | 0.3 | 0.6 | 0.1 |

| **Acre Below** | | **Acre Above** | |
|---|---|---|---|
| SRA No. | Acres | SRA No. | Acres |
| 20 | 5 | 20 | 5 |
| **Distance Increment Below** | | | |
| 50 | | | |
| **Distance Increment Above** | | | |
| 100 | | | |

* note mobile source emissions not included per LST significance Methodology
* Hearth fuel assumes implementation of Mitigation to reduce PM10, PM2.5, NOx, CO, and CO2 emissions.
Non-Catalytic wood stove can result in 2.1 grams per hour of PM10 emissions with clean burning fireplaces

http://www.epa.gov/Compliance/resources/publications/monitoring/caa/woodstoves/certifiedwood.pdf

# Hyatt Regency at Newport Beach
# CALINE4 – CO HOTSPOT MODELING

```
CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   1

     JOB: Jamboree Road and San Joaquin Hills Road
     RUN: Hour 1           (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
      U=   1.0 M/S            Z0= 175. CM            ALT=     0. (M)
    BRG= WORST CASE           VD=   .0 CM/S
   CLAS=     7 (G)            VS=   .0 CM/S
   MIXH= 1000. M             AMB=  5.4 PPM
  SIGTH=    5. DEGREES       TEMP= 15.0 DEGREE (C)
```

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. NF | 7 | -450 | 7 | -150 | AG | 1948 | 2.4 | .0 | 19.5 |
| B. NA | 9 | -150 | 9 | 0 | AG | 1833 | 3.5 | .0 | 18.0 |
| C. ND | 9 | 0 | 9 | 150 | AG | 2414 | 3.0 | .0 | 13.5 |
| D. NE | 7 | 150 | 7 | 450 | AG | 2414 | 2.4 | .0 | 19.5 |
| E. SF | -9 | 450 | -9 | 150 | AG | 2809 | 2.4 | .0 | 19.5 |
| F. SA | -11 | 150 | -11 | 0 | AG | 2258 | 3.6 | .0 | 18.0 |
| G. SD | -11 | 0 | -11 | -150 | AG | 2325 | 3.0 | .0 | 13.5 |
| H. SE | -9 | -150 | -9 | -450 | AG | 2325 | 2.4 | .0 | 19.5 |
| I. WF | 450 | 7 | 150 | 7 | AG | 917 | 2.4 | .0 | 19.5 |
| J. WA | 150 | 7 | 0 | 7 | AG | 706 | 4.7 | .0 | 13.5 |
| K. WD | 0 | 7 | -150 | 7 | AG | 342 | 3.5 | .0 | 13.5 |
| L. WE | -150 | 7 | -450 | 7 | AG | 342 | 2.4 | .0 | 19.5 |
| M. EF | -450 | -7 | -150 | -7 | AG | 163 | 2.4 | .0 | 19.5 |
| N. EA | -150 | -7 | 0 | -7 | AG | 89 | 4.7 | .0 | 13.5 |
| O. ED | 0 | -7 | 150 | -7 | AG | 756 | 4.3 | .0 | 13.5 |
| P. EE | 150 | -7 | 450 | -7 | AG | 756 | 2.4 | .0 | 19.5 |
| Q. NL | 0 | -150 | 0 | 0 | AG | 115 | 3.4 | .0 | 9.9 |
| R. SL | 0 | 150 | 0 | 0 | AG | 551 | 3.4 | .0 | 9.9 |
| S. WL | 150 | 0 | 0 | 0 | AG | 211 | 4.7 | .0 | 9.9 |
| T. EL | -150 | 0 | 0 | 0 | AG | 74 | 4.7 | .0 | 9.9 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Jamboree Road and San Joaquin Hills Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

## III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. NE | 19 | 16 | 1.8 |
| 2. SE | 19 | -16 | 1.8 |
| 3. SW | -21 | -16 | 1.8 |
| 4. NW | -21 | 16 | 1.8 |

## IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | 186. | 6.3 | .0 | .5 | .0 | .0 | .0 | .0 | .0 | .1 |
| 2. SE | 351. | 6.5 | .0 | .0 | .5 | .0 | .1 | .0 | .0 | .0 |
| 3. SW | 6. | 6.3 | .0 | .0 | .0 | .1 | .1 | .6 | .0 | .0 |
| 4. NW | 7. | 6.4 | .0 | .0 | .0 | .2 | .1 | .6 | .0 | .0 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | .0 | .1 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. SE | .0 | .0 | .0 | .0 | .0 | .0 | .1 | .0 | .0 | .0 | .0 | .0 |
| 3. SW | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 4. NW | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Coast Highway and MacArthur Boulevard
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 175. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 5.4 PPM
SIGTH= 5. DEGREES TEMP= 15.0 DEGREE (C)

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. ND | 4 | 0 | 4 | 150 | AG | 1607 | 5.1 | .0 | 9.9 |
| B. NE | 4 | 150 | 4 | 450 | AG | 1607 | 2.4 | .0 | 10.5 |
| C. SF | -9 | 450 | -9 | 150 | AG | 1886 | 2.4 | .0 | 19.5 |
| D. SA | -5 | 150 | -5 | 0 | AG | 678 | 5.1 | .0 | 9.9 |
| E. WF | 450 | 7 | 150 | 7 | AG | 2248 | 2.4 | .0 | 19.5 |
| F. WA | 150 | 9 | 0 | 9 | AG | 2248 | 3.6 | .0 | 18.0 |
| G. WD | 0 | 9 | -150 | 9 | AG | 2155 | 2.9 | .0 | 13.5 |
| H. WE | -150 | 7 | -450 | 7 | AG | 2155 | 2.4 | .0 | 19.5 |
| I. EF | -450 | -9 | -150 | -9 | AG | 2727 | 2.4 | .0 | 19.5 |
| J. EA | -150 | -9 | 0 | -9 | AG | 1891 | 3.6 | .0 | 13.5 |
| K. ED | 0 | -9 | 150 | -9 | AG | 3099 | 3.2 | .0 | 13.5 |
| L. EE | 150 | -9 | 450 | -9 | AG | 3099 | 2.4 | .0 | 19.5 |
| M. SL | 0 | 150 | 0 | 0 | AG | 1208 | 5.1 | .0 | 9.9 |
| N. EL | -150 | 0 | 0 | 0 | AG | 836 | 3.5 | .0 | 9.9 |

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. NE | 8 | 19 | 1.8 |
| 2. SE | 8 | -17 | 1.8 |
| 3. SW | -10 | -17 | 1.8 |
| 4. NW | -10 | 19 | 1.8 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Coast Highway and MacArthur Boulevard
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | 354. | 7.1 | 1.1 | .0 | .1 | .1 | .0 | .0 | .0 | .0 |
| 2. SE | 355. | 7.3 | .7 | .0 | .1 | .1 | .0 | .2 | .0 | .0 |
| 3. SW | 7. | 6.8 | .3 | .0 | .0 | .3 | .0 | .0 | .1 | .0 |
| 4. NW | 97. | 6.8 | .2 | .0 | .0 | .1 | .0 | .6 | .0 | .0 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N |
|---|---|---|---|---|---|---|
| 1. NE | .0 | .0 | .0 | .0 | .4 | .0 |
| 2. SE | .0 | .0 | .3 | .0 | .4 | .0 |
| 3. SW | .0 | .2 | .0 | .0 | .4 | .0 |
| 4. NW | .0 | .0 | .0 | .2 | .2 | .0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Coast Highway and Dover Drive
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 175. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 5.4 PPM
SIGTH= 5. DEGREES TEMP= 15.0 DEGREE (C)

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. NF | 7 | -450 | 7 | -150 | AG | 135 | 2.4 | .0 | 19.5 |
| B. NA | 5 | -150 | 5 | 0 | AG | 108 | 4.9 | .0 | 9.9 |
| C. ND | 5 | 0 | 5 | 150 | AG | 1684 | 5.1 | .0 | 13.5 |
| D. NE | 7 | 150 | 7 | 450 | AG | 1684 | 2.4 | .0 | 19.5 |
| E. SF | -11 | 450 | -11 | 150 | AG | 1380 | 2.4 | .0 | 19.5 |
| F. SA | -9 | 150 | -9 | 0 | AG | 305 | 4.9 | .0 | 9.9 |
| G. SD | -9 | 0 | -9 | -150 | AG | 160 | 3.7 | .0 | 13.5 |
| H. SE | -11 | -150 | -11 | -450 | AG | 160 | 2.4 | .0 | 19.5 |
| I. WF | 450 | 9 | 150 | 9 | AG | 4295 | 2.4 | .0 | 24.0 |
| J. WA | 150 | 9 | 0 | 9 | AG | 4231 | 4.4 | .0 | 18.0 |
| K. WD | 0 | 9 | -150 | 9 | AG | 3095 | 3.0 | .0 | 18.0 |
| L. WE | -150 | 9 | -450 | 9 | AG | 3095 | 2.4 | .0 | 24.0 |
| M. EF | -450 | -11 | -150 | -11 | AG | 2539 | 2.4 | .0 | 24.0 |
| N. EA | -150 | -9 | 0 | -9 | AG | 2320 | 3.9 | .0 | 13.5 |
| O. ED | 0 | -9 | 150 | -9 | AG | 3410 | 3.1 | .0 | 18.0 |
| P. EE | 150 | -11 | 450 | -11 | AG | 3410 | 2.4 | .0 | 24.0 |
| Q. NL | 0 | -150 | 0 | 0 | AG | 27 | 4.9 | .0 | 9.9 |
| R. SL | 0 | 150 | 0 | 0 | AG | 1075 | 5.1 | .0 | 13.5 |
| S. WL | 150 | 0 | 0 | 0 | AG | 64 | 3.4 | .0 | 9.9 |
| T. EL | -150 | 0 | 0 | 0 | AG | 219 | 3.4 | .0 | 9.9 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Coast Highway and Dover Drive
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. NE | 12 | 19 | 1.8 |
| 2. SE | 12 | -17 | 1.8 |
| 3. SW | -16 | -17 | 1.8 |
| 4. NW | -16 | 19 | 1.8 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | 98. | 7.2 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. SE | 354. | 7.3 | .0 | .0 | .7 | .0 | .0 | .0 | .0 | .0 |
| 3. SW | 80. | 6.7 | .0 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 4. NW | 98. | 7.4 | .0 | .0 | .2 | .0 | .0 | .0 | .0 | .0 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | .0 | 1.4 | .0 | .0 | .0 | .0 | .0 | .2 | .0 | .0 | .0 | .0 |
| 2. SE | .0 | .4 | .0 | .0 | .0 | .0 | .4 | .0 | .0 | .3 | .0 | .0 |
| 3. SW | .1 | .3 | .0 | .0 | .0 | .2 | .6 | .0 | .0 | .0 | .0 | .0 |
| 4. NW | .0 | 1.2 | .1 | .0 | .0 | .0 | .1 | .2 | .0 | .1 | .0 | .0 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Coast Highway and Jamboree Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 175. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 5.4 PPM
SIGTH= 5. DEGREES TEMP= 15.0 DEGREE (C)

II. LINK VARIABLES

| LINK DESCRIPTION | LINK COORDINATES (M) X1 | Y1 | X2 | Y2 | TYPE | VPH | EF (G/MI) | H (M) | W (M) |
|---|---|---|---|---|---|---|---|---|---|
| A. NF | 7 | -450 | 7 | -150 | AG | 419 | 2.4 | .0 | 19.5 |
| B. NA | 7 | -150 | 7 | 0 | AG | 369 | 4.3 | .0 | 13.5 |
| C. ND | 7 | 0 | 7 | 150 | AG | 1759 | 4.3 | .0 | 13.5 |
| D. NE | 7 | 150 | 7 | 450 | AG | 1759 | 2.4 | .0 | 19.5 |
| E. SF | -7 | 450 | -7 | 150 | AG | 2771 | 2.4 | .0 | 19.5 |
| F. SA | -7 | 150 | -7 | 0 | AG | 2272 | 5.1 | .0 | 13.5 |
| G. SD | -7 | 0 | -7 | -150 | AG | 998 | 3.2 | .0 | 13.5 |
| H. SE | -7 | -150 | -7 | -450 | AG | 998 | 2.4 | .0 | 19.5 |
| I. WF | 450 | 11 | 150 | 11 | AG | 3022 | 2.4 | .0 | 24.0 |
| J. WA | 150 | 13 | 0 | 13 | AG | 2820 | 3.7 | .0 | 22.5 |
| K. WD | 0 | 13 | -150 | 13 | AG | 3982 | 3.4 | .0 | 18.0 |
| L. WE | -150 | 11 | -450 | 11 | AG | 3982 | 2.4 | .0 | 24.0 |
| M. EF | -450 | -13 | -150 | -13 | AG | 3199 | 2.4 | .0 | 24.0 |
| N. EA | -150 | -13 | 0 | -13 | AG | 2116 | 3.6 | .0 | 18.0 |
| O. ED | 0 | -13 | 150 | -13 | AG | 2672 | 3.0 | .0 | 18.0 |
| P. EE | 150 | -13 | 450 | -13 | AG | 2672 | 2.4 | .0 | 24.0 |
| Q. NL | 0 | -150 | 0 | 0 | AG | 50 | 4.3 | .0 | 9.9 |
| R. SL | 0 | 150 | 0 | 0 | AG | 499 | 4.9 | .0 | 9.9 |
| S. WL | 150 | 0 | 0 | 0 | AG | 202 | 3.5 | .0 | 9.9 |
| T. EL | -150 | 0 | 0 | 0 | AG | 1083 | 3.6 | .0 | 13.5 |

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Coast Highway and Jamboree Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

| RECEPTOR | COORDINATES (M) X | Y | Z |
|---|---|---|---|
| 1. NE | 16 | 25 | 1.8 |
| 2. SE | 16 | -23 | 1.8 |
| 3. SW | -16 | -23 | 1.8 |
| 4. NW | -16 | 25 | 1.8 |

IV. MODEL RESULTS (WORST CASE WIND ANGLE )

| RECEPTOR | BRG (DEG) | PRED CONC (PPM) | CONC/LINK (PPM) A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | 261. | 7.2 | .0 | .0 | .3 | .0 | .0 | .2 | .0 | .0 |
| 2. SE | 352. | 6.9 | .0 | .0 | .5 | .0 | .1 | .2 | .0 | .0 |
| 3. SW | 7. | 7.1 | .0 | .0 | .1 | .0 | .0 | .7 | .0 | .0 |
| 4. NW | 97. | 7.0 | .0 | .0 | .2 | .0 | .0 | .4 | .0 | .0 |

| RECEPTOR | CONC/LINK (PPM) I | J | K | L | M | N | O | P | Q | R | S | T |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. NE | .0 | .2 | .8 | .0 | .2 | .0 | .0 | .0 | .0 | .0 | .0 | .0 |
| 2. SE | .0 | .2 | .0 | .0 | .0 | .0 | .3 | .0 | .0 | .1 | .0 | .0 |
| 3. SW | .0 | .0 | .2 | .0 | .0 | .3 | .0 | .0 | .0 | .1 | .0 | .0 |
| 4. NW | .0 | .7 | .0 | .0 | .0 | .0 | .0 | .2 | .0 | .0 | .0 | .0 |

## EMFAC2007 - 2012 CO Emission Rates for CALINE4

Title : Orange2012
Version : Emfac2007 V2.3 1-Nov-06
Run Date 11/19/2007 15:05:25
Scen Year: 2012 -- All model years in the range 1968 to 2012 selected
Season : Winter
Area : Orange
**********

Year: 2012 -- Model Years 1968 to 2012 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Orange County Average

Table 1:00 Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 70%

| Speed MPH | LDA | LDT | MDT | HDT | UBUS | MCY | ALL |
|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 20.734 | 47.369 | 0 | 0 | 4.466 |
| 5 | 3.364 | 4.361 | 5.982 | 17.839 | 33.106 | 31.387 | 4.743 |
| 10 | 2.942 | 3.807 | 4.842 | 12.184 | 21.712 | 26.178 | 3.965 |
| 15 | 2.613 | 3.374 | 4.068 | 8.603 | 15.072 | 22.841 | 3.408 |
| 20 | 2.349 | 3.028 | 3.519 | 6.416 | 11.073 | 20.825 | 3 |
| 25 | 2.134 | 2.746 | 3.116 | 5.179 | 8.607 | 19.833 | 2.695 |
| 30 | 1.956 | 2.514 | 2.815 | 4.341 | 7.079 | 19.745 | 2.46 |
| 35 | 1.809 | 2.324 | 2.588 | 3.783 | 6.159 | 20.581 | 2.28 |
| 40 | 1.688 | 2.168 | 2.421 | 3.437 | 5.669 | 22.507 | 2.147 |
| 45 | 1.591 | 2.043 | 2.307 | 3.27 | 5.519 | 25.887 | 2.059 |
| 50 | 1.517 | 1.948 | 2.245 | 3.271 | 5.683 | 31.384 | 2.019 |
| 55 | 1.468 | 1.884 | 2.24 | 3.45 | 6.189 | 40.175 | 2.038 |

# 1. South Coast Air Quality Management District Rules and Regulations

***SCAQMD Rule 201: Permit to Construct***

The SCAMQD requires developers who build, erect, install, alter, or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, to obtain a permit to construct from the Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

***SCAQMD Rule 402: Nuisance Odors***

The SCAQMD prohibits quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property to be emitted within the SoCAB.

***SCAQMD Rule 403: Fugitive Dust***

According the SCAMQD, no person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that: (a) the dust remains visible in the atmosphere beyond the property line of the emission source; or (b) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

No person shall conduct active operations without utilizing the applicable best available control measures shown in Table 1 to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

**Table 1**
**Fugitive Dust Best Available Control Measures**
**(Applicable to All Construction Activity Sources)**

| Source Category | Control Measure | Guidance |
|---|---|---|
| Backfilling | 01-1 Stabilize backfill material when not actively handling; and<br>01-2 Stabilize backfill material during handling; and<br>01-3 Stabilize soil at completion of activity. | • Mix backfill soil with water prior to moving.<br>• Dedicate water truck or high capacity hose to backfilling equipment.<br>• Empty loader bucket slowly so that no dust plumes are generated.<br>• Minimize drop height from loader bucket. |
| Clearing and grubbing | 02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and<br>02-2 Stabilize soil during clearing and grubbing activities; and<br>02-3 Stabilize soil immediately after clearing and grubbing activities. | • Maintain live perennial vegetation where possible.<br>• Apply water in sufficient quantity to prevent generation of dust plumes. |
| Clearing forms | 03-1 Use water spray to clear forms; or<br>03-2 Use sweeping and water spray to clear forms; or<br>03-3 Use vacuum system to clear forms. | • Use of high-pressure air to clear forms may cause exceedance of Rule requirements. |
| Crushing | 04-1 Stabilize surface soils prior to operation of support equipment; and<br>04-2 Stabilize material after crushing. | • Follow permit conditions for crushing equipment.<br>• Prewater material prior to loading into crusher.<br>• Monitor crusher emissions opacity.<br>• Apply water to crushed material to prevent dust plumes. |
| Cut and fill | 05-1 Prewater soils prior to cut and fill activities; and<br>05-2 Stabilize soil during and after cut and fill activities. | • For large site, prewater with sprinklers or water trucks and allow time for penetration.<br>• Use water trucks/pull to water soils to depth of cut prior to subsequent cuts. |
| Demolition – mechanical/ manual | 06-1 Stabilize wind erodible surfaces to reduce dust; and<br>06-2 Stabilize surface soil where support equipment and vehicles will operate; and<br>06-3 Stabilize loose soil and demolition debris; and<br>06-4 Comply with AQMD Rule 1403. | • Apply water in sufficient quantities to prevent the generation of visible dust plumes. |
| Disturbed Soil | 07-1 Stabilize disturbed soil throughout the construction site; and<br>07-2 Stabilize disturbed soil between structures. | • Limit vehicular traffic and disturbances on soils where possible.<br>• If interior block walls are planned, install as early as possible.<br>• Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes. |
| Earth-moving activities | 08-1 Preapply water to depth of proposed cuts; and<br>08-2 Reapply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and<br>08-3 Stabilize soils once earth-moving activities are complete | • Grade each project phase separately, times to coincide with construction phase.<br>• Upwind fencing can prevent material movement on site.<br>• Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes. |
| Importing/ exporting of bulk materials | 09-1 Stabilize material while loading to reduce fugitive dust emissions; and<br>09-2 Maintain at least six inches of freeboard on haul vehicles; and<br>09-3 Stabilize material while transporting to reduce fugitive dust emissions; and<br>09-4 Stabilize material while unloading to reduce fugitive dust emissions; and<br>09-5 Comply with Vehicle Code Section 23114. | • Use tarps or other suitable enclosures on haul trucks.<br>• Check belly-dump truck seals regularly and remove and trapped rocks to prevent spillage.<br>• Comply with track-out prevention/ mitigation requirements.<br>• Provide water while loading and unloading to reduce visible dust plumes. |

**Table 1**
**Fugitive Dust Best Available Control Measures**
**(Applicable to All Construction Activity Sources)**

| Source Category | Control Measure | Guidance |
|---|---|---|
| Landscaping | 10-1 Stabilize soils, materials, slopes. | • Apply water to materials to stabilize.<br>• Maintain materials in a crusted condition.<br>• Maintain effective cover over materials.<br>• Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes.<br>• Hydroseed prior to rain season. |
| Road shoulder maintenance | 11-1 Apply water to unpaved shoulders prior to clearing; and<br>11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance. | • Installation of curbing and/or paving road shoulders can reduce recurring maintenance costs.<br>• Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs. |
| Screening | 12-1 Prewater material prior to screening; and<br>12-2 Limit fugitive dust emissions to opacity and plum length standards; and<br>12-3 Stabilize material immediately after screening. | • Dedicate water truck or high capacity hose to screening operation.<br>• Drop material through the screen slowly and minimize drop height.<br>• Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point. |
| Staging areas | 13-1 Stabilize staging areas during use; and<br>13-2 Stabilize staging area soils at project completion. | • Limit size of staging area.<br>• Limit vehicle speeds of 15 miles per hour<br>• Limit number and size of staging area entrances/exits. |
| Stockpiles/ bulk material handling | 14-1 Stabilize stockpiled materials.<br>14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage. | • Add or remove material from the downwind portion of the storage pile.<br>• Maintain storage piles to avoid steep sides or faces. |

| Table 1<br>Fugitive Dust Best Available Control Measures<br>(Applicable to All Construction Activity Sources) | | |
|---|---|---|
| **Source Category** | **Control Measure** | **Guidance** |
| Traffic areas for construction sites | 15-1 Stabilize all off-road traffic and parking areas; and<br>15-2 Stabilize all haul routes; and<br>15-3 Direct construction traffic over established haul routes. | • Apply gravel/paving to all haul routes as soon as possible to all future roadway areas.<br>• Barriers can be used to ensure vehicles are only used on established parking areas/haul routes. |
| Trenching | 16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and<br>16-2 Stabilize soils at the completion of trenching activities. | • Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18-inches soak soils via the pre-trench and resuming trenching.<br>• Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment. |
| Truck loading | 17-1 Prewater material prior to loading; and<br>17-2 Ensure that freeboard exceeds six inches (CVC 23114). | • Empty loader bucket such that no visible dust plumes are created.<br>• Ensure that the loader bucket is closer to the truck to minimize drop height while loading. |
| Turf overseeding | 18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plum length standards; and<br>18-2 Cover haul vehicles prior to exiting the site. | • Haul waste material immediately off-site. |
| Unpaved roads/ parking lots | 19-1 Stabilize soils to meet the applicable performance standards; and<br>19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots. | • Restricting vehicular access to established unpaved travel path and parking lots can reduce stabilization requirements. |
| Vacant land | 20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicles and/or off-road vehicle trespassing, parking and/or access by installing barriers curbs, fences, gates, posts, signs, shrubs, trees, or other effective control measures. | |

Source: SCAMQD 2005.

*Additional Requirements for Large Operations*

Large operations are defined as project sites that are 50 acres or more or have earth-moving operations of 5,000 cubic yards or more per day three times in the most recent 365-day period. Any person who conducts or authorizes the conducting of a large operation subject to Rule 403 shall implement the applicable actions specified in Table 2 at all times and shall implement the applicable control measures specified in Table 3 when the applicable performance standards can not be met through use of Table 2 actions.

**Table 2**
**Dust Control Measures for Large Operations**

| Fugitive Dust Source Category | Control Actions | |
|---|---|---|
| Earth-moving (except construction cutting and filling area, and mining operations) | 1a | Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or equivalent method approved by the Executive Officer, CARB, and the USEPA. Two soil moisture evaluations must be conducted during the first three hours or active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; or |
| | 1a-1 | For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction. |
| Earth-moving: Construction fill areas | 1b | Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four hour period of active operations. |
| Earth-moving: Construction cut areas and mining operations | 1c | Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors. |
| Disturbed surface areas (except completed grading areas) | 2a/b | Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind-driven fugitive dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area. |
| Disturbed surface areas: Completed grading areas | 2c | Apply chemical stabilizers within five working days of grading completion; or |
| | 2d | Take actions (3a) or (3c) specified for inactive disturbed surface areas. |
| Inactive disturbed surface areas | 3a | Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; or |
| | 3b | Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; or |
| | 3c | Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; or |
| | 3d | Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas. |
| Unpaved Roads | 4a | Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; or |
| | 4b | Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; or |
| | 4c | Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface. |
| Open storage piles | 5a | Apply chemical stabilizers; or |
| | 5b | Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; or |
| | 5c | Install temporary coverings; or |
| | 5d | Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities. |
| All Categories | 6a | Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in this Table may be used. |

| Table 3<br>Contingency Control Measures for Large Operations | | |
|---|---|---|
| ***Fugitive Dust Source Category*** | ***Control Measures*** | |
| Earth-moving | 1A | Cease all active operations; or |
| | 2A | Apply water to soil not more than 15 minutes prior to moving such soil. |
| Disturbed surface areas | 0B | On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or |
| | 1B | Apply chemical stabilizers prior to wind event; or |
| | 2B | Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind-driven fugitive dust, watering frequency is increased to a minimum of four times per day; or |
| | 3B | Take the actions specified in this Table, Item (3c); or |
| | 4B | Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas. |
| Unpaved roads | 1C | Apply chemical stabilizers prior to wind event; or |
| | 2C | Apply water twice per hour during active operation; or |
| | 3C | Stop all vehicular traffic. |
| Open storage piles | 1D | Apply water twice per hour; or |
| | 2D | Install temporary coverings. |
| Paved road track-out | 1E | Cover all haul vehicles; or |
| | 2E | Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. |
| All Categories | 1F | Any other control measures approved by the Executive Officer and the USEPA as equivalent to the methods specified in this Table may be used. |

Source: SCAMQD 2007.

### *SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities*

The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

**12/4/2007 04:17:24 PM**

Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: P:\CNB-09.0E\Technical Studies\Air_Modeling\New_Alternative2007Hyatt.urb9
Project Name: Hyatt Newport
Project Location: Orange County
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (lbs/day unmitigated) | 11.18 | 99.54 | 47.74 | 0.05 | 80.19 | 5.65 | 85.84 | 16.77 | 5.19 | 21.97 | 10,732.15 |
| 2009 TOTALS (lbs/day mitigated) | 11.18 | 99.54 | 47.74 | 0.05 | 12.80 | 5.65 | 18.45 | 2.70 | 5.19 | 7.89 | 10,732.15 |
| | | | | | | | | | | | |
| 2010 TOTALS (lbs/day unmitigated) | 17.26 | 59.36 | 41.92 | 0.01 | 0.06 | 4.74 | 4.80 | 0.02 | 4.36 | 4.38 | 6,120.69 |
| 2010 TOTALS (lbs/day mitigated) | 17.26 | 59.36 | 41.92 | 0.01 | 0.06 | 4.74 | 4.80 | 0.02 | 4.36 | 4.38 | 6,120.69 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 6/3/2009-8/3/2009 Active | 3.99 | 33.46 | 17.76 | 0.01 | 8.38 | 1.89 | 10.27 | 1.75 | 1.74 | 3.49 | 3,582.55 |
| Demolition 06/03/2009-08/03/2009 | 3.99 | 33.46 | 17.76 | 0.01 | 8.38 | 1.89 | 10.27 | 1.75 | 1.74 | 3.49 | 3,582.55 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 1.73 | 0.00 | 1.73 | 0.00 |
| Demo Off Road Diesel | 3.25 | 24.10 | 12.01 | 0.00 | 0.00 | 1.51 | 1.51 | 0.00 | 1.39 | 1.39 | 2,135.20 |
| Demo On Road Diesel | 0.66 | 9.23 | 3.37 | 0.01 | 0.04 | 0.37 | 0.41 | 0.01 | 0.34 | 0.36 | 1,167.26 |
| Demo Worker Trips | 0.07 | 0.14 | 2.38 | 0.00 | 0.01 | 0.01 | 0.02 | 0.00 | 0.01 | 0.01 | 280.09 |
| | | | | | | | | | | | |
| Time Slice 8/4/2009-10/5/2009 Active | 11.18 | **99.54** | **47.74** | **0.05** | **80.19** | **5.65** | **85.84** | **16.77** | **5.19** | **21.97** | **10,732.15** |
| Mass Grading 08/04/2009- | 11.18 | 99.54 | 47.74 | 0.05 | 80.19 | 5.65 | 85.84 | 16.77 | 5.19 | 21.97 | 10,732.15 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 0.00 | 80.00 | 16.71 | 0.00 | 16.71 | 0.00 |
| Mass Grading Off Road Diesel | 8.12 | 58.09 | 29.47 | 0.00 | 0.00 | 3.97 | 3.97 | 0.00 | 3.65 | 3.65 | 5,136.99 |
| | | | | | | | | | | | |
| Mass Grading On Road Diesel | 2.96 | 41.27 | 15.09 | 0.05 | 0.17 | 1.67 | 1.84 | 0.06 | 1.54 | 1.59 | 5,221.71 |
| Mass Grading Worker Trips | 0.10 | 0.19 | 3.17 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.45 |
| | | | | | | | | | | | |
| Time Slice 10/6/2009-12/31/2009 | 6.00 | 34.36 | 26.66 | 0.01 | 0.05 | 2.56 | 2.61 | 0.02 | 2.35 | 2.37 | 3,910.69 |
| Building 10/06/2009-10/06/2010 | 6.00 | 34.36 | 26.66 | 0.01 | 0.05 | 2.56 | 2.61 | 0.02 | 2.35 | 2.37 | 3,910.69 |
| Building Off Road Diesel | 5.61 | 31.72 | 18.26 | 0.00 | 0.00 | 2.45 | 2.45 | 0.00 | 2.25 | 2.25 | 2,729.20 |
| Building Vendor Trips | 0.18 | 2.24 | 1.64 | 0.00 | 0.01 | 0.09 | 0.11 | 0.00 | 0.08 | 0.09 | 386.63 |
| Building Worker Trips | 0.21 | 0.40 | 6.75 | 0.01 | 0.04 | 0.02 | 0.06 | 0.01 | 0.02 | 0.03 | 794.87 |

**12/4/2007 04:17:24 PM**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-5/19/2010 Active | 5.61 | 32.53 | 25.67 | 0.01 | 0.05 | 2.41 | 2.46 | 0.02 | 2.21 | 2.23 | 3,910.43 |
| Building 10/06/2009-10/06/2010 | 5.61 | 32.53 | 25.67 | 0.01 | 0.05 | 2.41 | 2.46 | 0.02 | 2.21 | 2.23 | 3,910.43 |
| Building Off Road Diesel | 5.24 | 30.12 | 17.85 | 0.00 | 0.00 | 2.30 | 2.30 | 0.00 | 2.12 | 2.12 | 2,729.20 |
| Building Vendor Trips | 0.17 | 2.04 | 1.53 | 0.00 | 0.01 | 0.08 | 0.10 | 0.00 | 0.08 | 0.08 | 386.61 |
| Building Worker Trips | 0.19 | 0.37 | 6.29 | 0.01 | 0.04 | 0.02 | 0.06 | 0.01 | 0.02 | 0.03 | 794.61 |
| | | | | | | | | | | | |
| Time Slice 5/20/2010-10/6/2010 Active | **17.26** | 59.36 | 41.92 | 0.01 | 0.06 | 4.74 | 4.80 | 0.02 | 4.36 | 4.38 | 6,120.69 |
| Asphalt 05/20/2010-10/20/2010 | 4.55 | 26.82 | 16.03 | 0.00 | 0.01 | 2.33 | 2.34 | 0.00 | 2.14 | 2.15 | 2,181.56 |
| Paving Off-Gas | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.41 | 26.43 | 14.44 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 2.13 | 2.13 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.30 | 0.11 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 41.49 |
| Paving Worker Trips | 0.05 | 0.09 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 186.67 |
| Building 10/06/2009-10/06/2010 | 5.61 | 32.53 | 25.67 | 0.01 | 0.05 | 2.41 | 2.46 | 0.02 | 2.21 | 2.23 | 3,910.43 |
| Building Off Road Diesel | 5.24 | 30.12 | 17.85 | 0.00 | 0.00 | 2.30 | 2.30 | 0.00 | 2.12 | 2.12 | 2,729.20 |
| Building Vendor Trips | 0.17 | 2.04 | 1.53 | 0.00 | 0.01 | 0.08 | 0.10 | 0.00 | 0.08 | 0.08 | 386.61 |
| Building Worker Trips | 0.19 | 0.37 | 6.29 | 0.01 | 0.04 | 0.02 | 0.06 | 0.01 | 0.02 | 0.03 | 794.61 |
| Coating 05/20/2010-10/20/2010 | 7.10 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |
| Architectural Coating | 7.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |
| | | | | | | | | | | | |
| Time Slice 10/7/2010-10/20/2010 | 11.65 | 26.83 | 16.25 | 0.00 | 0.01 | 2.33 | 2.34 | 0.00 | 2.14 | 2.15 | 2,210.26 |
| Asphalt 05/20/2010-10/20/2010 | 4.55 | 26.82 | 16.03 | 0.00 | 0.01 | 2.33 | 2.34 | 0.00 | 2.14 | 2.15 | 2,181.56 |
| Paving Off-Gas | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.41 | 26.43 | 14.44 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 2.13 | 2.13 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.30 | 0.11 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 41.49 |
| Paving Worker Trips | 0.05 | 0.09 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 186.67 |
| Coating 05/20/2010-10/20/2010 | 7.10 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |
| Architectural Coating | 7.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |

**12/4/2007 04:17:24 PM**

Phase Assumptions

Phase: Demolition 6/3/2009 - 8/3/2009 - Default Demolition Description
Building Volume Total (cubic feet): 194788.8
Building Volume Daily (cubic feet): 19828.8
On Road Truck Travel (VMT): 275.4
Off-Road Equipment:
3 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
1 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 8/4/2009 - 10/5/2009 - Default Mass Site Grading/Excavation Description
Total Acres Disturbed: 14
Maximum Daily Acreage Disturbed: 4
Fugitive Dust Level of Detail: Default
  20 lbs per acre-day
On Road Truck Travel (VMT): 1232
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
2 Sweepers/Scrubbers (91 hp) operating at a 0.68 load factor for 8 hours per day
4 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
2 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 5/20/2010 - 10/20/2010 - Default Paving Description
Acres to be Paved: 3
Off-Road Equipment:
2 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 8 hours per day

Phase: Building Construction 10/6/2009 - 10/6/2010 - Default Building Construction Description
Off-Road Equipment:
2 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day
2 Dumpers/Tenders (16 hp) operating at a 0.38 load factor for 8 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

**12/4/2007 04:17:24 PM**

Phase: Architectural Coating 5/20/2010 - 10/20/2010 - Default Architectural Coating Description
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 6/3/2009-8/3/2009 Active | 3.99 | 33.46 | 17.76 | 0.01 | 8.38 | 1.89 | 10.27 | 1.75 | 1.74 | 3.49 | 3,582.55 |
| Demolition 06/03/2009-08/03/2009 | 3.99 | 33.46 | 17.76 | 0.01 | 8.38 | 1.89 | 10.27 | 1.75 | 1.74 | 3.49 | 3,582.55 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.33 | 0.00 | 8.33 | 1.73 | 0.00 | 1.73 | 0.00 |
| Demo Off Road Diesel | 3.25 | 24.10 | 12.01 | 0.00 | 0.00 | 1.51 | 1.51 | 0.00 | 1.39 | 1.39 | 2,135.20 |
| Demo On Road Diesel | 0.66 | 9.23 | 3.37 | 0.01 | 0.04 | 0.37 | 0.41 | 0.01 | 0.34 | 0.36 | 1,167.26 |
| Demo Worker Trips | 0.07 | 0.14 | 2.38 | 0.00 | 0.01 | 0.01 | 0.02 | 0.00 | 0.01 | 0.01 | 280.09 |
| Time Slice 8/4/2009-10/5/2009 Active | 11.18 | **99.54** | **47.74** | **0.05** | 12.80 | **5.65** | 18.45 | 2.70 | **5.19** | 7.89 | **10,732.15** |
| Mass Grading 08/04/2009- | 11.18 | 99.54 | 47.74 | 0.05 | 12.80 | 5.65 | 18.45 | 2.70 | 5.19 | 7.89 | 10,732.15 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 12.61 | 0.00 | 12.61 | 2.63 | 0.00 | 2.63 | 0.00 |
| Mass Grading Off Road Diesel | 8.12 | 58.09 | 29.47 | 0.00 | 0.00 | 3.97 | 3.97 | 0.00 | 3.65 | 3.65 | 5,136.99 |
| Mass Grading On Road Diesel | 2.96 | 41.27 | 15.09 | 0.05 | 0.17 | 1.67 | 1.84 | 0.06 | 1.54 | 1.59 | 5,221.71 |
| Mass Grading Worker Trips | 0.10 | 0.19 | 3.17 | 0.00 | 0.02 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 | 373.45 |
| Time Slice 10/6/2009-12/31/2009 | 6.00 | 34.36 | 26.66 | 0.01 | 0.05 | 2.56 | 2.61 | 0.02 | 2.35 | 2.37 | 3,910.69 |
| Building 10/06/2009-10/06/2010 | 6.00 | 34.36 | 26.66 | 0.01 | 0.05 | 2.56 | 2.61 | 0.02 | 2.35 | 2.37 | 3,910.69 |
| Building Off Road Diesel | 5.61 | 31.72 | 18.26 | 0.00 | 0.00 | 2.45 | 2.45 | 0.00 | 2.25 | 2.25 | 2,729.20 |
| Building Vendor Trips | 0.18 | 2.24 | 1.64 | 0.00 | 0.01 | 0.09 | 0.11 | 0.00 | 0.08 | 0.09 | 386.63 |
| Building Worker Trips | 0.21 | 0.40 | 6.75 | 0.01 | 0.04 | 0.02 | 0.06 | 0.01 | 0.02 | 0.03 | 794.87 |
| Time Slice 1/1/2010-5/19/2010 Active | 5.61 | 32.53 | 25.67 | 0.01 | 0.05 | 2.41 | 2.46 | 0.02 | 2.21 | 2.23 | 3,910.43 |
| Building 10/06/2009-10/06/2010 | 5.61 | 32.53 | 25.67 | 0.01 | 0.05 | 2.41 | 2.46 | 0.02 | 2.21 | 2.23 | 3,910.43 |
| Building Off Road Diesel | 5.24 | 30.12 | 17.85 | 0.00 | 0.00 | 2.30 | 2.30 | 0.00 | 2.12 | 2.12 | 2,729.20 |
| Building Vendor Trips | 0.17 | 2.04 | 1.53 | 0.00 | 0.01 | 0.08 | 0.10 | 0.00 | 0.08 | 0.08 | 386.61 |
| Building Worker Trips | 0.19 | 0.37 | 6.29 | 0.01 | 0.04 | 0.02 | 0.06 | 0.01 | 0.02 | 0.03 | 794.61 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 5/20/2010-10/6/2010 Active | **17.26** | 59.36 | 41.92 | 0.01 | 0.06 | 4.74 | 4.80 | 0.02 | 4.36 | 4.38 | 6,120.69 |
| Asphalt 05/20/2010-10/20/2010 | 4.55 | 26.82 | 16.03 | 0.00 | 0.01 | 2.33 | 2.34 | 0.00 | 2.14 | 2.15 | 2,181.56 |
| Paving Off-Gas | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.41 | 26.43 | 14.44 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 2.13 | 2.13 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.30 | 0.11 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 41.49 |
| Paving Worker Trips | 0.05 | 0.09 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 186.67 |
| Building 10/06/2009-10/06/2010 | 5.61 | 32.53 | 25.67 | 0.01 | 0.05 | 2.41 | 2.46 | 0.02 | 2.21 | 2.23 | 3,910.43 |
| Building Off Road Diesel | 5.24 | 30.12 | 17.85 | 0.00 | 0.00 | 2.30 | 2.30 | 0.00 | 2.12 | 2.12 | 2,729.20 |
| Building Vendor Trips | 0.17 | 2.04 | 1.53 | 0.00 | 0.01 | 0.08 | 0.10 | 0.00 | 0.08 | 0.08 | 386.61 |
| Building Worker Trips | 0.19 | 0.37 | 6.29 | 0.01 | 0.04 | 0.02 | 0.06 | 0.01 | 0.02 | 0.03 | 794.61 |
| Coating 05/20/2010-10/20/2010 | 7.10 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |
| Architectural Coating | 7.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |
| | | | | | | | | | | | |
| Time Slice 10/7/2010-10/20/2010 | 11.65 | 26.83 | 16.25 | 0.00 | 0.01 | 2.33 | 2.34 | 0.00 | 2.14 | 2.15 | 2,210.26 |
| Asphalt 05/20/2010-10/20/2010 | 4.55 | 26.82 | 16.03 | 0.00 | 0.01 | 2.33 | 2.34 | 0.00 | 2.14 | 2.15 | 2,181.56 |
| Paving Off-Gas | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 4.41 | 26.43 | 14.44 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 2.13 | 2.13 | 1,953.40 |
| Paving On Road Diesel | 0.02 | 0.30 | 0.11 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 41.49 |
| Paving Worker Trips | 0.05 | 0.09 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 186.67 |
| Coating 05/20/2010-10/20/2010 | 7.10 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |
| Architectural Coating | 7.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.01 | 0.01 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 28.70 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 8/4/2009 - 10/5/2009 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:
PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:
PM10: 55% PM25: 55%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:
PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:
PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:
PM10: 55% PM25: 55%